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FINAL
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT No. 317
Western Plateau Preservation Plan

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February 1, 2002

FINAL
Supplemental Environmental Impact Report
No. 317

WESTERN PLATEAU PRESERVATION PLAN

February 1, 2002

TABLE OF CONTENTS

		Page
1.0	INTRODUCTION	1-1
1.1	Purpose And Legal Authority	1-1
1.2	Project Background	1-2
1.3	Scope And Content	1-3
1.4	Lead, Responsible and Trustee Agencies	1-4
2.0	SUMMARY	2-1
2.1	Project Synopsis	2-1
2.1.1	Project Applicants	2-1
2.1.2	Action Requested and Project Description	2-1
2.1.3	Location	2-2
2.1.4	Existing Environmental Setting	2-2
2.1.5	Areas of Controversy	2-13
2.2	Summary of Environmental Impacts, Mitigation Measures and Alternatives	2-13
3.0	PROJECT DESCRIPTION	3-1
3.1	Project Location	3-1
3.2	Project Applicants	3-1
3.3	Project Objectives	3-1
3.4	Project Characteristics	3-2
3.5	Required Discretionary Approvals	3-5
4.0	ENVIRONMENTAL SETTING	4-1
4.1	Regional and Local Setting	4-1
4.2	Site-Specific Setting	4-1
4.3	Land Use Regulation	4-2
5.0	ENVIRONMENTAL ANALYSIS	5-1
5.1	Grading	5.1-1
5.1.1	Setting	5.1-1
5.1.2	Impact Analysis	5.1-1
5.1.3	Mitigation Measures	5.1-3
5.1.4	Residual Impacts	5.1-4
5.2	Viewshed	5.2-1
5.2.1	Setting	5.2-1
5.2.2	Impact Analysis	5.2-1
5.2.3	Mitigation Measures	5.2-15
5.2.4	Residual Impacts	5.2-16

TABLE OF CONTENTS (Continued)

		Page
5.3	Biology	5.3-1
	5.3.1 Setting	5.3-1
	5.3.2 Impact Analysis	5.3-6
	5.3.3 Mitigation Measures	5.3-13
	5.3.4 Residual Impacts	5.3-14
5.4	Geotechnical Hazards	5.4-1
	5.4.1 Setting	5.4-1
	5.4.2 Impact Analysis	5.4-4
	5.4.3 Mitigation Measures	5.4-6
	5.4.4 Residual Impacts	5.4-8
5.5	Traffic	5.5-1
	5.5.1 Setting	5.5-1
	5.5.2 Impact Analysis	5.5-5
	5.5.3 Mitigation Measures	5.5-17
	5.5.4 Residual Impacts	5.5-17
5.6	Noise	5.6-1
	5.6.1 Setting	5.6-1
	5.6.2 Impact Analysis	5.6-4
	5.6.3 Mitigation Measures	5.6-8
	5.6.4 Residual Impacts	5.6-10
5.7	Air Quality	5.7-1
	5.7.1 Setting	5.7-1
	5.7.2 Impact Analysis	5.7-5
	5.7.3 Mitigation Measures	5.7-8
	5.7.4 Residual Impacts	5.7-9
5.8	Domestic Water	5.8-1
	5.8.1 Setting	5.8-1
	5.8.2 Impact Analysis	5.8-2
	5.8.3 Mitigation Measures	5.8-4
	5.8.4 Residual Impacts	5.8-5
5.9	Recreation	5.9-1
	5.9.1 Setting	5.9-1
	5.9.2 Impact Analysis	5.9-2
	5.9.3 Mitigation Measures	5.9-3
	5.9.4 Residual Impacts	5.9-3
5.10	Electricity	5.10-1
	5.10.1 Setting	5.10-1
	5.10.2 Impact Analysis	5.10-1
	5.10.3 Mitigation Measures	5.10-2
	5.10.4 Residual Impacts	5.10-3

TABLE OF CONTENTS (Continued)

			Page
	5.11	Schools	5.11-1
		5.11.1 Setting	5.11-1
		5.11.2 Impact Analysis	5.11-2
		5.11.3 Mitigation Measures	5.11-5
		5.11.4 Residual Impacts	5.11-6
	5.12	Solid Waste	5.12-1
		5.12.1 Setting	5.12-1
		5.12.2 Impact Analysis	5.12-2
		5.12.3 Mitigation Measures	5.12-3
		5.12.4 Residual Impacts	5.12-3
6.0	ALTERNATIVES		6-1
	6.1	No Project	6-1
	6.2	Purchase and Reduced Density - Modified Design	6-2
	6.3	Alternative Location	6-3
	6.4	Environmentally Superior Alternative	6-3
7.0	EFFECTS FOUND NOT TO BE SIGNIFICANT		7-1
	7.1	Archaeological Resources	7-1
		7.1.1 Rancho Conejo Specific Plan 7	7-1
		7.1.2 Dos Vientos Specific Plans 8 and 9	7-1
	7.2	Land Use	7-2
		7.2.1 Rancho Conejo Specific Plan 7	7-2
		7.2.2 Dos Vientos Specific Plans 8 and 9	7-3
	7.3	Surface Water Quality/Quantity	7-4
		7.3.1 Rancho Conejo Specific Plan 7	7-4
		7.3.2 Dos Vientos Specific Plans 8 and 9	7-4
	7.4	Agricultural Resources	7-5
		7.4.1 Rancho Conejo Specific Plan 7	7-5
		7.4.2 Dos Vientos Specific Plans 8 and 9	7-6
	7.5	Paleontological Resources	7-6
		7.5.1 Rancho Conejo Specific Plan 7	7-6
		7.5.2 Dos Vientos Specific Plans 8 and 9	7-6
	7.6	Flood Hazards	7-7
		7.6.1 Rancho Conejo Specific Plan 7	7-7
		7.6.2 Dos Vientos Specific Plans 8 and 9	7-8
	7.7	Hazardous Materials	7-8
		7.7.1 Rancho Conejo Specific Plan 7	7-8
		7.7.2 Dos Vientos Specific Plans 8 and 9	7-9

TABLE OF CONTENTS (Continued)

		Page
7.8	Light and Glare	7-9
	7.8.1 Rancho Conejo Specific Plan 7	7-9
	7.8.2 Dos Vientos Specific Plans 8 and 9	7-9
7.9	Housing and Population	7-10
	7.9.1 Housing Stock	7-10
	7.9.2 Population	7-10
7.10	Fire and Police Protection	7-11
	7.10.1 Rancho Conejo Specific Plan 7	7-11
	7.10.2 Dos Vientos Specific Plans 8 and 9	7-11
7.11	Wastewater	7-11
	7.11.1 Rancho Conejo Specific Plan 7	7-11
	7.11.2 Dos Vientos Specific Plans 8 and 9	7-12
8.0	GROWTH INDUCEMENT	8-1
9.0	THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY	9-1
10.0	SIGNIFICANT IRREVERSIBLE CHANGES	10-1
11.0	REFERENCES, AND ORGANIZATIONS, AGENCIES AND INDIVIDUALS CONSULTED	11-1
11.1	References	11-1
11.2	Organizations, Agencies and Individuals Consulted	11-2
12.0	REPORT CONTRIBUTORS	12-1

LIST OF FIGURES

Figure 2.1-1	Project Location Map	2-3
Figure 2.1-2	Aerial View of Specific Plan 7 – Site A	2-5
Figure 2.1-3	Aerial view of Specific Plan 7 – Site B	2-9
Figure 2.1-4	Aerial View of Specific Plans 8 and 9 Area	2-11
Figure 5.2-1	Dos Vientos Town Center Existing and Post-Project Views	5.2-5
Figure 5.2-2	Dos Vientos Town Center Existing and Post-Project Views	5.2-7
Figure 5.2-3	Dos Vientos Town Center Existing and Post-Project Views	5.2-9
Figure 5.2-4	Dos Vientos Ranch Planning Area 4 Existing and Post-Project Views	5.2-11
Figure 5.2-5	Dos Vientos Ranch Planning Area (Site I) Existing and Post-Project View Under Currently Approved Land Use	5.5-13
Figure 5.2-6	Canyon Sightlines to Northerly Portion of Tract 5342 (Site B)	5.2-17
Figure 5.5-1	Existing Street Network	5.5-3

TABLE OF CONTENTS (Continued)

		Page
Figure 5.5-2	Western Plateau Preservation Plan ADT Volumes	5.5-11
Figure 5.5-3	Western Plateau Preservation Plan AM Peak Hour Volumes	5.5-13
Figure 5.5-4	Western Plateau Preservation Plan PM Peak Hour Volumes	5.5-15

LIST OF TABLES

Table 2.2-1	Summary of Environmental Impacts, Mitigation Measures and Alternatives	2-15
Table 3.4-1	Site Identification and Project Description	3-4
Table 3.4-2	Identification of Project Applications for Project Description	3-6
Table 3.4-3	Description of Applications	3-7
Table 5.3-1	Special Status Wildlife Species of Affected Sites	5.3-8
Table 5.5-1	Trip Generation – Proposed Land Uses	5.5-7
Table 5.5-2	Trip Generation – Previously Approved Land Uses	5.5-8
Table 5.5-3	Net Change in Traffic Generation	5.5-8
Table 5.6-1	Summary of Noise Compatibility Criteria by Land Use (CNEL)	5.6-3
Table 5.6-2	Summary of Noise Compatibility Criteria by Land Use (Leq)	5.6-3
Table 5.6-3	Existing Noise Levels	5.6-4
Table 5.6-4	Thresholds of Significance	5.6-6
Table 5.7-1	Ambient Air Quality Standards	5.7-2
Table 5.7-2	Air Quality Standard Exceedances	5.7-3
Table 5.7-3	Proposed Project Long-Term Emissions	5.7-8
Table 5.11-1	Student Generation Specific Plan 7 - Approved Land Use Scenario	5.11-3
Table 5.11-2	Student Generation Specific Plan 7 - Proposed Land Use Scenario	5.11-3
Table 5.11-3	Student Generation Specific Plans 8 and 9 - Approved Land Use Scenario	5.11-4
Table 5.11-4	Student Generation Specific Plans 8 and 9 - Proposed Land Use Scenario	5.11-4

APPENDICES

COMMENTS AND RESPONSES TO COMMENTS RECEIVED ON THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT NO. 317 WESTERN PLATEAU PRESERVATION PLAN

APPENDIX A: INITIAL STUDY AND NOTICE OF PREPARATION

APPENDIX B: RESPONSES TO THE NOTICE OF PREPARATION

APPENDIX C: PROJECT PLANS

APPENDIX D: TRAFFIC

APPENDIX E: NOISE

APPENDIX F: AIR QUALITY

APPENDIX G: HYDROLOGY STUDY FOR SITE B AND LETTERS PERTAINING HYDROLOGY

1.0 INTRODUCTION

1.1 PURPOSE AND LEGAL AUTHORITY

The proposed project includes amendments to the Thousand Oaks General Plan, amendments to Specific Plans 7 (Rancho Conejo) and 8 and 9 (Dos Vientos Ranch) and entitlements for development projects within those two Specific Plan areas. A major purpose of the Plan is to acquire in public ownership the Western Plateau for the preservation as open space without cost to the City. In addition, the project will provide other significant public and community benefits, and at the same time, recognize the property rights of the owners by modifying certain development rights for the Dos Vientos Ranch Project and the Rancho Conejo Project.

Section 2166 of the Public Resources Code prohibits public agencies from requiring that subsequent or supplemental environmental impact report (EIR) be prepared unless one or more of the following occurs:

a. *Substantial changes are proposed in the project which will require major revisions of the environmental impact report.*

b. *Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.*

c. *New information, which was not known and could not have been known at the time of the environmental impact report was certified as complete, becomes available.*

As noted in Section 3.4 of the Project Designation, the Western Plateau Preservation Plan involves modification to several "projects" previously approved by the City Council. These changes constitute "new information", making either a subsequent or supplemental EIR appropriate.

The statutory rule is further explained by the CEQA Guidelines Section 15162-15164. Pursuant to Guidelines Section 15163, a supplement to an EIR is appropriate where "...only minor additions or changes would be necessary to make the previous EIR adequate to apply to the project in the changed situation." As such, this supplemental EIR addresses proposed changes to these previous approved projects, the majority of which, result in beneficial environmental effects, including an overall reduction in cumulative impacts. Correspondingly, only one new Class I potentially significant impact has been identified that cannot be fully mitigated with regard to the proposed grading of a new 6.75 acre neighborhood park site within the Dos Vientos Specific Plans 8 and 9.

This supplemental EIR is being circulated by itself without re-circulating the previous draft and final EIRs referenced in this document under the provisions of Guidelines Section 15153 (b)(2)(B).

1.2 PROJECT BACKGROUND

A number of earlier environmental reviews have been performed for the Rancho Conejo Specific Plan (Specific Plan 7) and the approved projects now designated for the Specific Plan area. *Final EIR No. 144, MGM Ranch, Specific Plan 7, Annexation 96* (FEIR No. 144) was prepared and certified for Specific Plan 7 (Rancho Conejo) in 1981. This document covered the entire Specific Plan 7 area inclusive of but not limited to Sites A and B of the current project. The City also approved a Negative Declaration in 1987 for Amendment 2, a comprehensive amendment to the Specific Plan. *Final Environmental Impact Report No. 269, General Plan Amendment LU 89-180 Specific Plan 7, Amendment No. 3, Amendment No. 1 to Development Agreement with Shapell Industries* (FEIR No. 269) (City of Thousand Oaks, 1990) covered an area inclusive of, but not limited to Site B of the current project. The City also prepared and certified final Environmental Impact Report No. 189 (FEIR No. 189) in 1991, for Amendment 3, which made various land use and circulation plan changes.

A number of earlier environmental reviews have also been performed on the approved projects now designated for the Dos Vientos Ranch Specific Plan (Specific Plans 8 and 9). *Final Environmental Impact Report No. 148, Specific Plan No. 8, Specific Plan No. 9, LU-85-143 and Annexation No. 89* (FEIR No. 148) was prepared and certified for Specific Plans 8 and 9 (Dos Vientos Ranch) in 1987. This document covered an area inclusive of but not limited to Sites C through I of the current project. Later, *Final Supplemental Environmental Impact Report No. 301, Dos Vientos Vesting Tentative Tract No. 4831* (FSEIR No. 301) was prepared and certified in 1994 in conjunction with the approval of the first subdivision map within the Specific Plan area, Tract 4831. This document covered an area inclusive of but not limited to Site I of the current project. In 1996, *Final Subsequent Environmental Impact Report No. 303* (FSEIR No. 303) was prepared and certified in conjunction with the approval of Tract 4963 and Amendment 3 to Specific Plan 8 and 9. This document covered an area inclusive of but not limited to sites G and I of the current project. FSEIRs Nos. 301 and 303 incorporated new information and addressed potential cumulative impacts associated with the full build-out of the 2,350 dwelling units approved for Specific Plans 8 and 9, which had not been previously addressed in FEIR 148. *Final Supplement Environmental Impact Report No. 301, Dos Vientos Ranch Specific Plan No. 8, Tentative Tract Nos. 5073, 5074, 5080, 5094, 5095, and 5096* (City of Thousand Oaks, June 16, 1998) covered an area inclusive of but not limited to Sites C, D, E, F and H of the current project.

The environmental documents referenced above were used in the preparation of the Initial Study and the determination of significance for the issues relating to the Western Plateau Preservation Plan and thus served to focus this EIR. Additionally, they have served as the basis for much of the analysis presented in this EIR. These documents are available for review at the City of Thousand Oaks Planning Community Development Department, Planning Division, 2100 Thousand Oaks Boulevard, Thousand Oaks, CA 91362.

1.3 SCOPE AND CONTENT

Pursuant to Section 15063 (c) (3) (a) of the State CEQA Guidelines, the Initial Study was used to focus the scope of the EIR on effects of the project that were determined to be potentially significant. Therefore, this EIR addresses all potentially significant environmental issues and assesses the site-specific and cumulative effects of the proposed project in accordance with the provisions set forth in the State CEQA Guidelines. Technically feasible mitigation measures that would reduce or eliminate significant environmental impacts have been recommended as necessary.

This EIR addresses the issues determined in the Initial Study and NOP responses determined to warrant additional study beyond that provided in the Initial Study. These issues are:

Grading	Air Quality
Viewshed	Domestic Water
Biology	Recreation
Geotechnical Hazards	Electricity
Traffic	Schools
Noise	Solid Waste

As a result of the terrorist attacks on the United States on September 11, 2001, several changes have impacted the method of doing business and the role of government on all levels in the United States. There are increased temporary security demands placed on infrastructure assets or demands for service for the basic necessities of life such as water, electrical service, law enforcement, fire protection and emergency medical services as well as for security of several major transportation facilities. These changes may become a part of the environment as that term is defined under CEQA Guidelines Sections 15360 and, therefore, may if presented constitute changed circumstances under which the project would be carried out compared with the environment when authorizations for its components were previously analyzed. However, consultation with providers of governmental services, public services, and utility facilities indicate that, notwithstanding these changes and different demands on services and facilities resulting from the September 11, 2001 incidents, they are still capable of providing the service or the facility use necessary for the project (See Sections 5.8, Domestic Water; 5.10, Electricity; and 7.0, Effects Found Not to Be Significant).

The Alternatives Section of the EIR has been prepared in accordance with Section 15126(d) of the State CEQA Guidelines and focuses on alternatives that are capable of eliminating or reducing significant adverse impacts associated with the project while feasibly attaining the objectives of the project. The alternatives evaluated include, the No Project Alternative and Alternative Location scenario. In addition, the EIR identifies one "environmentally superior" alternative from the alternatives assessed.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. The *State CEQA Guidelines* provide the standard of adequacy on which this document is based, the Guidelines State:

> "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but experts should summarize the main points of disagreement among the experts. The courts have not looked for perfection, but for adequacy, completeness, and a good faith effort at full disclosure." (Section 15151)

1.4 LEAD, RESPONSIBLE AND TRUSTEE AGENCIES

The *State CEQA Guidelines* define "lead", "responsible", and "trustee" agencies. The City of Thousand Oaks is the lead agency for the project because it has the principal responsibility of approving the General Plan and Specific Plan Amendment requests as well as the entitlements and legislative actions filed by the private applicants. Discretionary approval of the project is vested with the City of Thousand Oaks City Council, following recommendations by the City Planning Commission.

A "responsible agency" refers to agencies other than the "lead agency" that have discretionary approval over the project. There are no other agencies with discretionary approval over the project.

A "trustee agency" refers to a state agency having jurisdiction by law over a resource affected by the project. There are no trustee agencies for the project.

2.0 SUMMARY

This section has been prepared in accordance with the State CEQA Guidelines. This section is divided into two components. The first summarizes the characteristics of the project and identifies any areas of controversy known to the City of Thousand Oaks. The second section identifies in summary, the environmental impacts, mitigation measures and residual impacts that would be associated with implementation of the proposed project. Additionally, the project alternatives are summarized.

2.1 PROJECT SYNOPSIS

2.1.1 Project Applicants

Because of the interdependent relationship of the described interests, the project applicants are: City of Thousand Oaks, Miller Brothers Investment, LLC, Operating Engineers Pension Trust, and Shapell Industries Inc..

2.1.2 Action Requested and Project Description

The Western Plateau Preservation Plan (the "Plan") is an inter-related group of proposed land use actions to be undertaken by the City, including amendments to the Thousand Oaks General Plan, amendments to Specific Plans 7 (Rancho Conejo) and 8/9 (Dos Vientos Ranch), and entitlements for development projects within those two Specific Plan areas. A major purpose of the Plan is to acquire in public ownership the Western Plateau for the preservation as open space, and, at the same time, recognize the property rights of the owners by modifying certain development rights for the Dos Vientos Ranch Project and the Rancho Conejo Project. The project will also meet certain goals of the City and provide the other significant public and community benefits set forth in Section 3.3.

Specific land use planning applications that have been initiated by the City Council together with entitlement applications filed by the private applicants which are necessary to implement the Plan are part of the project description and are identified and described Section 3.0 (Project Description) of this EIR. All of these applications are interdependent and are processed concurrently.

If the land uses of the Plan and described entitlements are approved, the maximum permissible number of dwelling units in Specific Plan 7 (Rancho Conejo) will be reduced from 1,452 to 1,324 eliminating 128 units and preserving the 191 acre Western Plateau as permanent open space. The maximum permissible number of dwelling units in Specific Plan 8/9 (Dos Vientos Ranch) will be reduced from 2,350 to 2,346. The net change for both areas will be a reduction of 132 dwelling units. The Plan proposes that the mix of units in Specific Plan 8/9 be modified to allow for a combination of market rate condo units, apartments, and single family homes rather than age restricted and/or affordable apartments provided that an affordable housing assistance payment of $500,000 is made to the City by Miller Brothers and

50 affordable attached housing units are constructed by the private developer (Operating Engineers Pension Trust) in the future at a site to be determined by the City.

The Plan would change the approved 8.7 acre land use designation for a private equestrian center within Planning Unit 4 of Specific Plan 8/9 to three very low density residential lots. However, as part of an agreement with the City, the owner of Planning Unit 4 would contribute $2.5 million toward construction of a public equestrian center on a publicly owned site within ¼ mile of Planning Unit 4. The development of this public equestrian facility is proceeding under the City's direction with appropriate environmental review.

2.1.3 Location

The project is located both in the northwesterly and southwesterly portions of the City of Thousand Oaks, within the Rancho Conejo and Dos Vientos Ranch Specific Plans 7, 8 and 9. Refer to Figure 2.1-1 for the regional and project location. There are nine sites, which are the subject of the General Plan amendments, Specific Plan amendments, and entitlements which comprise the project. These are labeled Sites A through I on Figure 2.1-1.

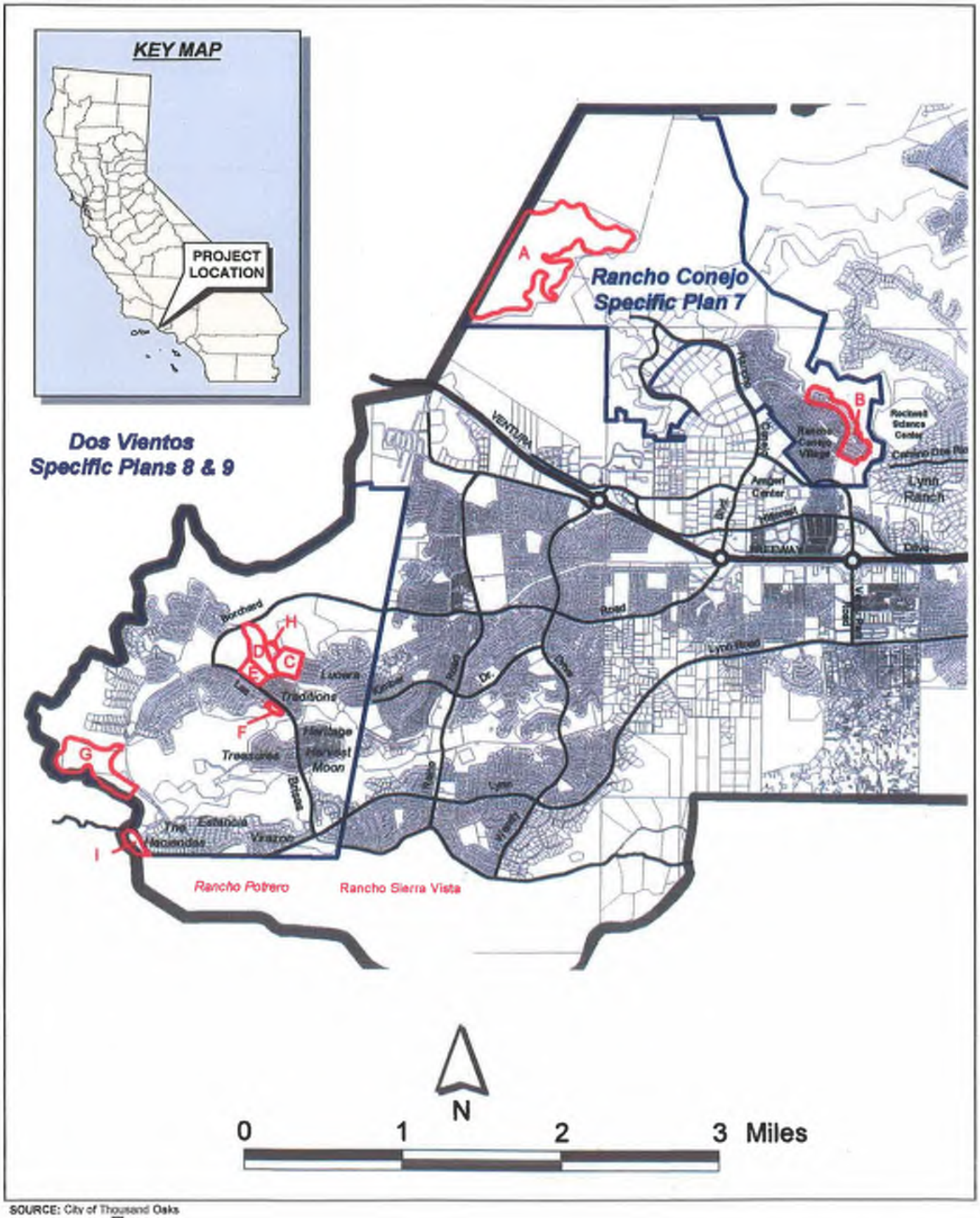
2.1.4 Existing Environmental Setting

2.1.4.1 Site A - Proposed Change from Residential to Open Space Preservation of Western Plateau (Rancho Conejo Specific Plan No. 7)

The last remaining undeveloped upland tributary watershed to Arroyo Conejo Creek is located within Specific Plan No.7. This 191-acre site serves as an important movement corridor for wildlife and is linked to extensive areas of contiguous natural open space to the north, east and west. Non-native California grassland is the predominant habitat within gently-rolling portions of the plateau, while intergrading coast sage scrub, xeric cactus scrub, and chaparral species tend to occupy the surrounding hillsides, rocky outcroppings and cliff faces. Several deeply incised intermittent stream channels also traverse the site, one of which, supports a fairly extensive mature southern oak woodland component. Major extension of utilities, i.e., gas, electric, water, sewers and road required in order to develop site will be avoided.

The Western Plateau contains natural and picturesque land formations located on the western border of the City. The City has recently made a great effort in reducing any grading or disturbance to that area of the community by the preserving and protection, as permanent open space, wetland conservation area and habitat, of the Hill Canyon area located immediately to the south and east of the Western Plateau. When Site A is combined with the extensive Hill Canyon area both produce a larger and significantly sized natural and undisturbed habitat area. (See Figure 2.2-2, Aerial view of Specific Plan 7 – Site A)

June 2001
Project No. 0102-1251



SOURCE: City of Thousand Oaks

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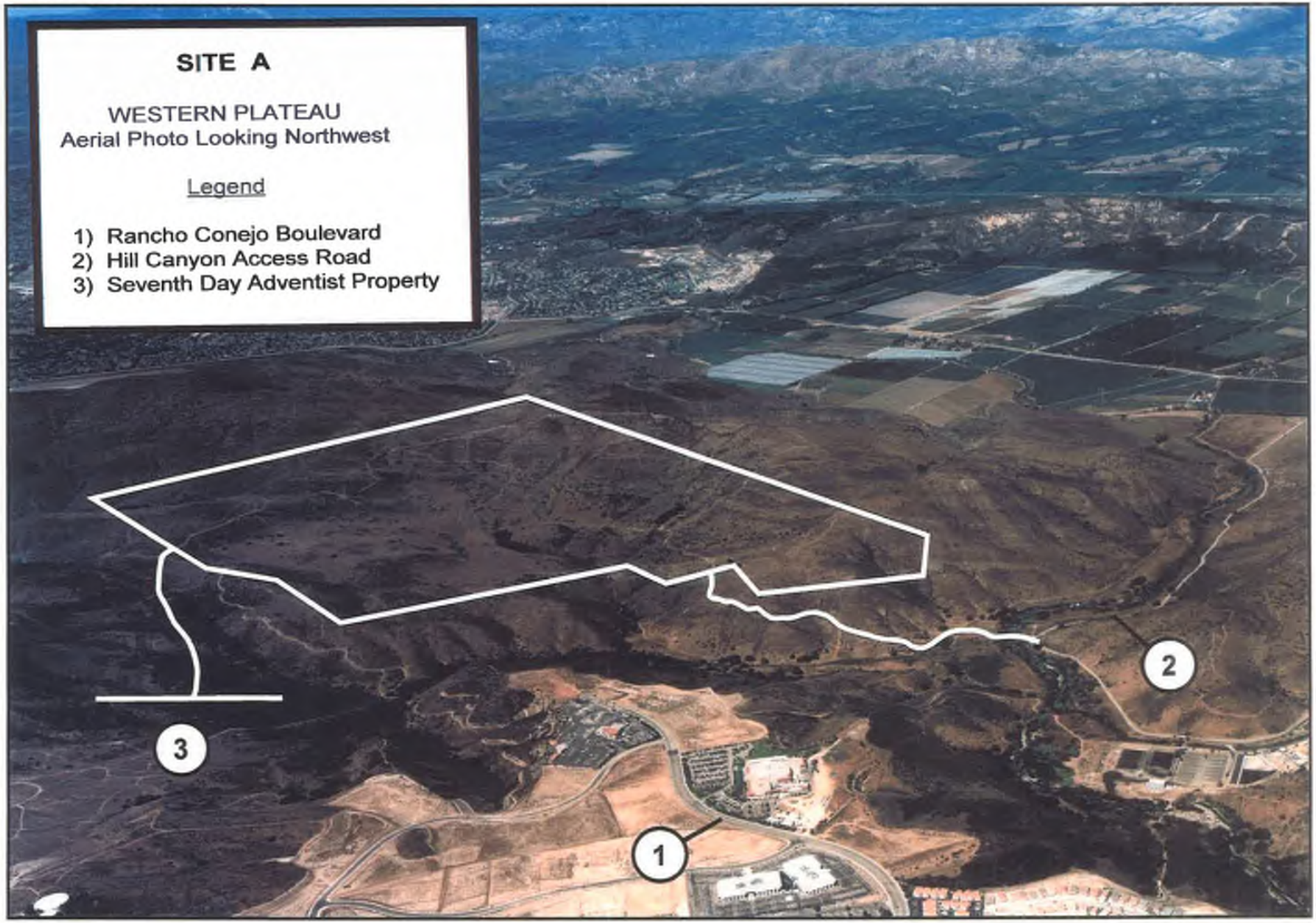
Western Plateau Preservation Project

PROJECT LOCATION MAP
FIGURE 2.1-1

November 2001
Project No. 0102-1251



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AERIAL VIEW OF SPECIFIC PLAN 7 - SITE A
FIGURE 2.1-2

2.1.4.2 Site B - Proposed Addition of 19 Single-Family Homes to Tract 4366 (Rancho Conejo Specific Plan No. 7)

Previously graded parcel used as disposal site for excess earthen fill material. Site contains no significant plant or animal habitats. All utilities, i.e., gas, electric, water, sewers and roads are adjacent to the site. (See Figure 2.1-3, Aerial View of Specific Plan 7 – Site B)

2.1.4.3 Site C – Proposed Change from Combined School and Park Site to ~~Combination Elementary/Intermediate~~ School Site (Dos Vientos Ranch Specific Plans Nos. 8 & 9)

Level graded pad ready for construction. Site contains no significant plant or animal habitats. All utilities, i.e., gas, electric, water, sewers and roads are adjacent to the site. (See Figure 2.1-4, Aerial View of Specific Plans 8 and 9 Area.)

2.1.4.4 Site D - Multi-Family Attached Townhomes (Dos Vientos Ranch Specific Plan Nos. 8 & 9):

Vacant undeveloped parcel has been previously grubbed and cleared. All utilities, i.e., gas, electric, water, sewers and roads are adjacent to the site. Site contains no significant plant or animal habitats.

2.1.4.5 Site E - Commercial/Community YMCA Facility (Dos Vientos Specific Plan Nos. 8 & 9)

Rough graded and cleared of all vegetation. Site contains no significant plant or animal habitats. All utilities, i.e., gas, electric, water, sewers and roads are adjacent to the site.

2.1.4.6 Site F - Proposed Change from Daycare Facility to Seven Single-Family Homes (Dos Vientos Specific Plans Nos. 8 & 9)

Rough graded and cleared of all vegetation. Site contains no significant plant or animal habitats. All utilities, i.e., gas, electric, water, sewers and roads are adjacent to the site.

2.1.4.7 Site G - Proposed Change from Nine Residential Estate Lots to 69 Single-Family Homes (Dos Vientos Specific Plans Nos. 8 & 9)

The site can be characterized as a gently sloping vacant parcel surrounded by steeper hillside terrain that is permanently preserved as natural open space (Planning Unit 23). While this lowland area was once a citrus orchard, a highly successional plant community consisting of weedy, non-native, ruderal species with scattered coyote bush plants (Bacharis pilularis ssp. consanguinea) currently occupies the site. No trees of any kind are present, nor is there any significant coastal sage scrub, which is considered to be the representative climax vegetation type throughout this general area. All utilities, i.e., gas, electric, water, sewers and roads are available to the site.

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SOURCE: City of Thousand Oaks

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Western Plateau Preservation Project

AERIAL VIEW OF SPECIFIC PLAN 7 - SITE B
FIGURE 2.1-3

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AERIAL VIEW OF SPECIFIC PLANS 8 AND 9 AREA
FIGURE 2.1-4

2.1.4.8 Site H - Proposed Grading within Open Space Planning Unit 23 in Order to Create a 4.5-acre Neighborhood Park (Specific Plan Nos. 8 & 9)

Moderately steep hillside terrain that supports a remnant coastal sage scrub plant community. Surrounded on three sides by urban development. All utilities, i.e., gas, electric, water, sewers and roads are adjacent to the site.

2.1.4.9 Site I - Proposed Change from Private Equestrian Center to Three Residential Estate Lots

Rough graded level pad used for the disposal of excess earthen fill material. Site contains no significant plant or animal habitats. All utilities, i.e., gas, electric, water, sewers and roads are adjacent to the site.

2.1.5 Areas of Controversy

Based upon communications to the City of Thousand Oaks including a response to the Notice of Preparation from the Casas de la Senda Homeowners Association (see Appendix B) two areas of controversy exist in association with the proposed project. These are traffic and loss of affordable and senior housing. The issue of traffic has been addressed in a memorandum from the City of Thousand Oaks Public Works Department (see Appendix B) and in Section 5.5, Traffic of this EIR. The issue of loss of senior and affordable housing is addressed in Section 7.9, Housing and Population of this EIR.

2.2 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND ALTERNATIVES

The summary included in Table 2.2-1 identifies four types of potential project impacts that are associated with the implementation of the proposed project. They are described as follows:

- **Class I** - Significant, unavoidable, adverse impacts for which "specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR." If the City decides to approve the project, a Statement of Overriding Considerations must be adopted for any such impacts identified, as required by the CEQA Guidelines Section 15093 (b).
- **Class II** - Significant, adverse impacts that can be feasibly mitigated to a less than significant level. CEQA Guidelines section 15091(a)(1) requires that "findings" be made indicating that changes to or alterations have been required in the project to substantially lessen these impacts.
- **Class III** - Adverse impacts that have been found to be less than significant.
- **Class IV** - Beneficial impacts.

This table is organized with respect to level of impact assuming implementation of mitigation (i.e., Class I impacts are described first and so on). Mitigation measures, residual impacts and alternatives are described in the impact summary. Full setting, impact and mitigation text is provided in the sections that follow. Issues not presented in the following table were determined to be less than significant in the early stages of project review and are discussed in Section 7.0, Effects Found not to be Significant.

Table 2.2-1. Summary of Environmental Impacts, Mitigation Measures and Alternatives

I. PROJECT SPECIFIC IMPACTS

A. CLASS I - SIGNIFICANT UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS of the project for which the decision-maker must issue a "statement of overriding considerations" under Section 15093 of the State CEQA Guidelines (as amended) if the project is approved.

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
GRADING		
Site H: Grading of approximately 3.4 acres of hillside terrain exceeding 25% gradient, and the creation of a manufactured cut slope toward the rear of the useable pad area with a maximum height of 77 feet.	- Contour grading to resemble natural landform features, followed by revegetation with native plant materials is proposed by the project applicant in order to help reduce potential topographic impacts. - The installation of temporary catchment basins at appropriate locations throughout the various project sites will prevent the downstream transport of soil and debris. - Implementation of effective dust control measures will be required.	Topographic impacts would remain potentially significant, due to the need to create a graded level pad with 4.5-acres of net useable area for a neighborhood park.

Table 2.2-1. (Continued)

I. PROJECT SPECIFIC IMPACTS

B. CLASS II - SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS THAT CAN BE FEASIBLY MITIGATED OR AVOIDED of the project for which the decision-maker must make "findings" under Section 15091 of the State CEQA Guidelines (as amended) if the project is approved.

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
VIEWSHED		
Site B: Changes in grading within lots 40-69 in Tract 5342 will result in placement of dwelling units higher and closer to the edge of the bluff above the Arroyo Conejo Canyon, increasing the visibility from the canyon.	- ~~Revise the grading plan for lots 40-69 in Tract 5342 (Site B) to reduce pad elevations in order to provide viewshed screening by natural terrain for this area as viewed from the Arroyo Canyon Bottom.~~ - ~~Limit structure heights to single story homes on lots 40-54 of Tract 5342.~~ - Limit structure heights to single story homes with a maximum structure height of seventeen (17') feet on lots 40-46 and 50-53 of Tract 5342.	

Table 2.2-1. (Continued)

I. PROJECT SPECIFIC IMPACTS

B. CLASS II - SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS THAT CAN BE FEASIBLY MITIGATED OR AVOIDED of the project for which the decision-maker must make "findings" under Section 15091 of the State CEQA Guidelines (as amended) if the project is approved.

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
VIEWSHED (Continued)		
	- Prior to the issuance of a grading permit for Tract 5342, the applicant shall submit for review and approval of the Community Development Department a revised grading plan and specific house plotting and architectural plans for lots 40-54. Said plans will be evaluated by the Department for visibility of structures from the canyon floor at the origin points of sightlines 1 and 3 as depicted on Figure 5.2-6 of Supplemental EIR 317, and will be required to meet the standards identified in Section 5.2.3 of this SEIR. - For those lots where minimal or moderate visibility of structures is permitted, the applicant shall provide appropriate landscaping along the sightline to mitigate the impact of the view of the structure.	

Table 2.2-1. (Continued)

I. PROJECT SPECIFIC IMPACTS

C. CLASS III - IMPACTS FOUND NOT TO BE SIGNIFICANT

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
GRADING		
Site B: The elevation of the pad surface is proposed to be raised in several areas by import of dirt from nearby property owned by the applicant. This will create approximately 2,800 standard dump truck loads.	- Prior to approval of a grading permit for Tract 5342, the applicant shall submit for approval of the Public Works Department a truck transportation route and schedule which will minimize traffic disruption and disturbance to adjoining residential areas.	Less than significant.
Site G: Proposes one manufactured cut slope in excess of 25 feet. This slope is allowable under the conditions of Specific Plans 8 and 9 because it is associated with a major road.	- Contour grading of all manufactured cut and fill slopes will be required. - The installation of temporary catchment basins at appropriate locations throughout the various project sites will prevent the downstream transport of soil and debris and will be required. - Implementation of effective dust control measures will be required. This may involve the application of certain polymer soil stabilizers if deemed necessary following site grading.	Less than significant.

Table 2.2-1. (Continued)

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
GRADING (Continued)		
Site G: Proposed grading encroachments into hillside terrain exceeding 25% gradient amount to approximately 0.9 acres.	- Contour grading of all manufactured cut and fill slopes will be required. - The installation of temporary catchment basins at appropriate locations throughout the various project sites will prevent the downstream transport of soil and debris and will be required - Implementation of effective dust control measures will be required. This may involve the application of certain polymer soil stabilizers if deemed necessary following site grading.	Less than significant.
VIEWSHED		
Site I: Proposed residential development will be visible from West Potrero Road, a locally designated "Scenic Highway".	- Contour grading and landscaping with appropriate native plant materials is proposed.	None.
Site H: 6.75 acres of open space is now proposed for development as a neighborhood park. The park and manufactured cut slope at the rear of Site H is clearly visible from Via Rio.	- Contour grading and landscaping with appropriate native plant materials is proposed.	None.

Table 2.2-1. (Continued)

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
BIOLOGICAL		
Site B: Additional chaparral clearance requirement of less than 1-acre due to subdivision of lots within Site B.	None required.	Less than significant.
Specific Plan 7 and 8 Area: Indirect impacts to plants and animals including sensitive species would increase due to increase density of development.	None required.	Less than significant.
Site H: About 6.75 acres of coastal sage scrub and associated wildlife would be lost. This impact is offset by the preservation of Site A.	None required.	Less than significant.
GEOTECHNICAL HAZARDS		
Sites B-I are located on seepage/drainage soils that may be subject to significant settlement, seepage/drainage, expansion, and erosion hazards.	- Design of structures according to Uniform Building Code (UBC) requirements. - Implementation of remedial measures identified in the site-specific geotechnical reports prepared for the project sites (typical measures identified in Section 5.4.3).	Less than significant.
Site I: Ground surface rupture due to fault movement on potentially active L-1 fault.	- Setback of habitable structure.	Less than significant.

Table 2.2-1. (Continued)

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
TRAFFIC		
Future traffic on Lynn Road east of Kelly Road would increase 160 to 380 ADT, and Borchard Road north of Michael Drive would increase 240 ADT. Traffic will increase in the vicinity of Lawrence Drive north of US 101, on Rancho Dos Vientos Drive and on Potrero Road.	None required.	Less than significant.
The project would result in an insignificant increase of the volume to capacity ratio for three intersections in the AM peak hour and three intersections in the PM peak hour. The net change in traffic at these intersections was found to be less than 2% of the intersection volume to capacity ratio, which is the City's adopted level of significance.	None required.	Less than significant.
NOISE		
An incremental increase in construction noise impacts would occur in association with increased development density at Sites B and G and park development at Site H. However, construction noise impacts in association with Site A would be avoided.	- Grading and construction equipment shall be stored on the project site. - Grading and construction vehicles shall be equipped with noise reduction mufflers and kept in proper tune.	Less than significant.

Table 2.2-1. (Continued)

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
NOISE (Continued)		
	- Repair of construction vehicles onsite shall be restricted to weekdays during 7a.m. to 7p.m. - Stationary construction equipment shall be shielded and placed such that emitted noise is directed away from sensitive noise receptors.	
Increased traffic on portions of Lawrence Drive, Rancho Conejo Boulevard, Ventu Park Road, Hillcrest Drive, Borchard Road, Lynn Road, and Potrero Road would result in less than significant increases in noise levels.	- Project design measures as described in Section 5.6.3 would be implemented pursuant to previous project conditions (Specific Plans 7, 8, and 9). - Offsite mitigation associated with development of the Specific Plans 7, 8, and 9 area (as detailed in Section 5.6.3), which requires periodic acoustical analysis shall be implemented pursuant to previous project conditions. - The developers for Sites C-I will provide an additional $175,000 for offsite noise attenuation measures.	Less than significant.

Table 2.2-1. (Continued)

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
AIR QUALITY		
The project would result in less emissions associated with construction and operation of new land uses, such as pollutant emissions, vehicle exhaust emissions, and wind-blown (fugitive) dust, due to the net reduction in development density. However, construction emission reduction measures still apply to development of Site B-I as would payment to an offsite transportation demand management fund.	- During clearing, grading earth-moving, or excavation operations, fugitive dust emissions shall be controlled by regular watering, paving construction roads, or other dust preventative measures. - Mitigation included within previous environmental documents include the payment of an off-site transportation demand management fund for use in developing and implementing regional transportation emissions reduction programs.	None.
SCHOOLS		
The proposed land use changes will result in a net addition of 79 elementary school students to attend Sycamore Canyon Elementary School from Specific Plans 8 and 9. Net addition of 10 students to attend Sequoia Middle School from Specific Plans 7, 8, and 9. Net addition of 25 students to attend Newbury Park High School from Specific Plans 7, 8, and 9.	- Dedication of the proposed elementary/middle school site (Site C) is considered to mitigate the increase in students generated as a result of the proposed project. - Payment of school impact fees and other measures that are already conditions of development as discussed in Section 5.11.3.	Less than significant.

Table 2.2-1. (Continued)

D. CLASS IV - BENEFICIAL IMPACTS

VIEWSHED

Site A: The preservation of Site A would allow for a large and visually sensitive area to remain in its natural condition.

BIOLOGICAL

Site A: Preservation of Site A would preserve 191 acres of natural vegetation and wildlife habitat that would have been developed under previous project approvals. The Western Plateau has been identified in the Open Space Element of the City's General Plan as an area with important open space resources. The designation of the site as permanent open space would improve the continuity for wildlife migration and preserve an area identified as having high species diversity and wildlife habitat, as well as habitat for rare and endangered species.

TRAFFIC

The project would result in a reduction of future traffic levels north of U.S. 101 and west of Rancho Conejo Boulevard. The project would result in an overall reduction of future traffic volumes south of U.S. 101 west of Wendy Drive. The project would improve the future volume to capacity ratio at nine intersections in the AM peak hour and fourteen intersections in the PM peak hour when compared to buildout under currently approved land uses.

NOISE

The financial contribution to off-site noise attenuation measures associated with the development of Dos Vientos Specific Plans 8 and 9 is considered a benefit of the project.

DOMESTIC WATER

The project would result in less domestic water demand than the currently approved land uses and densities.

SOLID WASTE

The project would generate less solid waste than under the currently approved land uses and densities.

RECREATION

The preservation of Site A would be a beneficial addition to the public open space system.

Table 2.2-1. (Continued)

II. CUMULATIVE PROJECT IMPACTS

These impacts are presented to alert the decision-maker to the regional and local significant effects of cumulative development surrounding the project. Mitigation of cumulative impacts often require the adoption of regulations or ordinances rather than the imposition of conditions on a project-by-project basis.

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
VIEWSHED		
The proposed changes would result in a net beneficial cumulative visual effect because a much larger and more visually sensitive area will be preserved as a result of the project than the new area which will be affected.	See discussion of project specific viewshed mitigation measures.	Beneficial.
BIOLOGICAL		
The proposed project would result in a net benefit to biological resources due to the preservation of Site A.	None required.	Beneficial.
TRAFFIC		
Changes in traffic would be insignificant or beneficial.	None required.	Less than significant/beneficial.

Table 2.2-1. (Continued)

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
NOISE		
FSEIR No. 301 concluded that portions of Borchard Road between Dos Vientos Ranch and Wendy Drive will be cumulatively impacted as a result of the buildout of the entire Newbury Park area. In addition to the previously identified cumulative impact areas, a new area in the vicinity of Wendy Drive between Kimber Drive and Old Conejo Road was identified as being cumulatively impacted. However, the proposed project would result in a less than significant contribution to cumulative noise levels on road segments that would experience increased traffic due to the project. In some cases, cumulative noise impacts would be beneficial as traffic and resulting noise would be reduced on some road segments.	- Offsite mitigation associated with future Dos Vientos Traffic shall be required to achieve applicable City standards, as described in Section 5.6.3.1, Mitigation No. N7.	Less than significant.
SCHOOLS		
The cumulative total of students generated for elementary, middle, and high school as a result of the proposed land use scenario for Specific Plans 7, 8, and 9 is a net increase of ~~114~~ 69 students as compared to the approved land use scenario.	No additional mitigation required.	Less than significant.

Table 2.2-1. (Continued)

DESCRIPTION OF IMPACT	MITIGATION MEASURES	RESIDUAL IMPACT
SCHOOLS (Continued)		
Based on approval and dedication of the site for Sycamore Canyon elementary/middle school (Site C) as part of the Master Plan for the District, this increase in students as a result of the proposed changes in development will not result in a significant contributeion to cumulative impacts to schools in the Newbury Park area.		
AIR QUALITY		
The proposed project would incrementally contribute to long-term air emissions associated with buildout of the City's General Plan. However, this contribution would be less than the previously approved land uses and would be mitigated by previously adopted mitigation measures.	- Mitigation includes the payment of "emission offset fees" totaling $584,320, which are paid on a pro-rata basis at the time building permits are issued per the conditions of approval of Specific Plans 8 and 9.	Less than significant.

III. PROJECT ALTERNATIVES

The primary goal and objective of the proposed "Project" is to permanently preserve approximately 200 acres of land known as the Western Plateau (Site A) as natural open space. Due to the overall reduction of 132 dwelling units within these three Specific Plan areas, the majority of other density dependant cumulative effects, such as traffic, noise, air quality, solid waste disposal, utilities, and public services have all been reduced. These factors suggest that the proposed project is the environmentally superior alternative. City purchase of Site A and reduced density of development was considered but was not considered feasible due to the lack of available funds for the purchase of Site A. Also, the "Alternative Location" Alternative was considered, but determined not to be feasible as it would require consideration of alternative sites which the project applicant's have no control over. The "No Project Alternative" would not result in the preservation of Site A (thus the benefit of its preservation for open space and biological habitat would be lost) and would not avoid impacts associated with its development.

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3.0 PROJECT DESCRIPTION

The purpose of this project description is to describe the proposed project in a way that is meaningful to the public, reviewing agencies, and decision-makers. The project description contains the following: (1) the project location, (2) project applicants, (3) a statement of the project objectives, (4) a general description of the project's physical characteristics; (5) and a listing of required discretionary approvals.

3.1 PROJECT LOCATION

The project is located in the southwesterly and northwesterly portions of the City of Thousand Oaks identified as the Rancho Conejo Specific Plan 7 Area and Dos Vientos Ranch Specific Plans 8 and 9 Area, respectively. Figure 2.1-1 in Section 2.0 shows the regional and site-specific location of the proposed project.

3.2 PROJECT APPLICANTS

CITY OF THOUSAND OAKS
2100 East Thousand Oaks Boulevard
Thousand Oaks, California 91362
Contact: Greg Smith, Senior Planner
Phone: (805) 449-2329

MILLER BROTHERS INVESTMENT, LLC
4232-8 Las Virgenes Road #101
Calabasas, California 91302
Contact: Kathy Perkinson, Managing Director
Phone: (818) 871-2900, ext. 18

OPERATING ENGINEERS PENSION TRUST
Lacquer, Urban, Clifford & Hodge
~~100 East Corson Street~~ 225 South Lake Avenue, Suite 200
Pasadena, California 911~~03~~1
Contact: ~~Dick Hostin, Project Manager~~ Mark C. Allan, III, Esq.
Phone: ~~(805) 381-0024~~ (626)449-1882

SHAPELL INDUSTRIES, INC.
8383 Wilshire Blvd., Suite 700
Beverly Hills, California 90211
Contact: Bill Ross
Phone: (213) 892-1592

3.3 PROJECT OBJECTIVES

The proposed project includes an amendment to the Thousand Oaks General Plan, amendments to Specific Plans 7 (Rancho Conejo) and 8 and 9 (Dos Vientos Ranch) and entitlements for development projects within those two Specific Plan areas. A major objective of the Plan is to acquire in public ownership the Western Plateau for the preservation as open space without cost to the City, and, at the same time, recognize the property rights of the owners by modifying certain development rights for the Dos Vientos Ranch Project and the Rancho Conejo Project.

In addition to preserving the Western Plateau from any development (in public ownership without the use of scarce public money, providing a key part of the "Ring Around the City" trail concept), the project will provide or accomplish the following community benefits and goals.

1. The Operating Engineers will pay $2.5 million for all site preparation work for the n ew and proposed publicly owned Rancho Potrero Equestrian Center. The balance of the $2.5 not used for that described work shall then be paid to the City;

2. Miller Brothers will add a middle school site on the 4.5 acre present park site adjoining the planned Dos Vientos elementary school facility (grades K-5) and relocate that 4.5 acre park site to across the street north of Planning Unit 20, with the Miller Brothers paying for all grading required for this change and the new park;

3. Reduces the City's overall residential density;

4. Provides free land for the local YMCA to build a new facility in Dos Vientos area ;

5. Provides needed entry level and workforce housing types (rather than large estate or high end housing), providing home ownership opportunities via condominiums and rental housing opportunities via apartments;

6. Generates $500,000 in affordable housing funds to the City and the developer's obligation to actually "build" at least 50 affordable housing units on land to be identified and provided to it by the City (the existing reservation of some land for that possible future event does not assure any such housing will ever be constructed) ;

7. Provides COSCA with ~~money~~ $10,000 for trail improvements in the Dos Vientos area and provides additional noise attenuation monies in the amount of $175,000; and

8. Resolves (with a full release of all claims, damages, and attorney fees) the expensive and ongoing Operating Engineers and Miller Brothers Borchard Road litigation.

9. Eliminates development of Site A, thereby avoiding grading in 25 percent slope areas and elimination of manufactured slopes in excess of 70-100 feet .

10. Results in a net reduction in traffic within Specific Plan areas 7, 8 and 9 (see Section 5.5) from previously approved land uses.

11. The net reduction in allowable dwelling units and 48,000 square feet of commercial space reduces air pollutant emissions from the previously approved projects (see Section 5.7).

3.4 PROJECT CHARACTERISTICS

The Western Plateau Preservation Plan is an inter-related group of proposed actions, including amendments to the Thousand Oaks General Plan, amendments to Specific Plans 7 (Rancho Conejo) and 8 and 9 (Dos Vientos), and entitlements for development projects within those Specific Plan areas. The purpose of the Plan is to acquire in public ownership and preserve as open space an area in northwestern Thousand Oaks known commonly as the "Western Plateau" meeting the goals of the City and providing the other significant public and community benefits set forth in section 3.3 and , at the same time, recognize the property rights of the owners by modifying certain development rights for the Dos Vientos Ranch Project and the Rancho Conejo Project.

Figure 2.1-1 identifies the various properties for which changes in planned land use are proposed in the Plan, and Table 1 lists the changes in land use planning designations for these properties that are proposed in order to implement the plan.

The "Western Plateau" (Site A) is formally designated as Planning Units 2 and J within Specific Plan 7. The gross area of these two Planning Units is 191 acres. Planning Unit 2 is designated for residential development of up to 147 single-family estate homes and Planning Unit J is designated as a 7-acre neighborhood park site. These areas are physically isolated from the rest of the development area within Specific Plan 7. These Planning Units would be served by a primary access road extending through intervening open space, the location and alignment of which was approved by Amendment 3 to Specific Plan 7 in 1991. The grading and construction of that road, and a secondary access road to be considered through a separate Specific Plan amendment, would occur over a portion of the adjacent dedicated open space impacting an estimated additional 15-20 acres of land.

A Development Agreement entered in 1989 between the City and the property owner, Shapell Industries, guarantees to Shapell development allotments under the City's Residential Development Control System for Planning Unit 2 and also locks in the residential density and land use designation of the Specific Plan for that area. Although the agreement would have expired June 30, 2001, the City has accepted complete applications for a vesting tentative tract map and companion Residential Planned Development (RPD) Permit to develop 147 single family detached homes on the Western Plateau. Pursuant to Government Code Section 66474.2, in considering that application, the City must apply only those land use ordinances, specific plan designations, zoning policies, and development standards in effect at the time the application was accepted as complete. If the vesting tentative tract map application and companion RPD Permit applications are approved, the property owner has the right to proceed with the development of the Western Plateau all the way through issuance of building permits, in

spite of any effort to down-zone that area. This has, in essence, extended the rights of the owner under the development agreement.

Table 3.4-1. Site Identification and Project Description

Site	Description	Current Land Condition	Approved Land Use Plan	Proposed Land Use Plan
A	SP 7, Planning Units 2 and J, the "WESTERN PLATEAU"	Vacant, ungraded	147 very low density single family homes and 7 acre neighborhood park	191 acres of open space
B	SP 7, Planning Unit 1	Vacant, graded	75 low density single family homes	94 low density single family homes
C	SP 8 and 9, School and Park Site	Vacant, graded	10 acre elementary school and 4.5 acre park	14.5 acre elementary and middle school (Rename as School Site)
D	SP 8 and 9, Planning Unit 20	Vacant, graded	350 high density apartments	128 apartments and 171 condominiums Rename as Planning Units 20A and 20B)
E	SP 8 and 9, Commercial Site	Vacant, graded	9 acre neighborhood shopping center	9 acre neighborhood shopping center including 2 acre community facility
F	SP 8 and 9, Planning Unit 22	Vacant, graded	2 acre day care center	7 low density single family homes
G	SP 8 and 9, Planning Unit 21 (portion)	Vacant, ungraded	9 very low density single family estates	69 very low density single family homes (Rename as Planning Unit 24)
H	SP 8 and 9, Planning Unit 23 (portion)	Open space	6.75 acres of open space	4.5 net acre neighborhood park (Rename as Park Site D)
I	SP 8 and 9, Planning Unit 4	Vacant, graded	8.7 acre private equestrian center	3 very low density single family estates

For purposes of environmental review, the "project" consists of the group of inter-related changes to planned land use described in general on Table 3.4-1. Specific legislative actions and entitlements which have been initiated by the City Council or filed by an applicant which are necessary to implement the plan and which are therefore part of the project description are identified in Table 3.4-2. Each of these applications is described in Table 3.4-3. Pursuant to City Council direction, all of these applications are processed concurrently and are inter-dependent. In order for the plan to be adopted and the project to go forward, all applications

identified in Table 3.4-2 and described in Table 3.4-3 must be approved by the City Council concurrently.

If the land uses of the Plan and described entitlements are approved, the maximum permissible number of dwelling units in Specific Plan 7 (Rancho Conejo) will be reduced from 1,452 to 1,324. The maximum permissible number of dwelling units in Specific Plans 8 and 9 (Dos Vientos) will be reduced from 2,350 to 2,346. The net change for both areas will be a reduction of 132 dwelling units.

In addition to the applications described on these tables, the project will require certain development allotment assurances under the City's Residential Development Control System. Pursuant to development agreements entered between the City and the respective property owners, Specific Plans 8 and 9 were previously awarded 2,000 development allotments. Allotments were not considered or awarded in the development agreements for the 350 units in Planning Unit 20. As noted above, the total holding capacity number of units in Dos Vientos would be reduced from 2,350 units to 2,346 units, or 346 units more than the 2,000 development allotments, which the project has already been awarded. These additional allotments will be provided. Development allotment applications have been filed by Operating Engineers (DA-2001-01, 63 allotments requested), and by Miller Brothers (DA-2001-02, 283 allotments requested), and are part of the Plan.

Specific Plan 7 (Rancho Conejo), on the other hand, already has been awarded 1,452 allotments, but with the reduction in dwelling units noted above, will only need 1,324 allotments. Hence, the difference of 128 allotments will be unused and expire. It is anticipated that the proposed projects within each of the specific plan areas will be built-out within 10 years or by the year 2011.

3.5 REQUIRED DISCRETIONARY APPROVALS

This EIR will be used by the City of Thousand Oaks to provide the information necessary for environmental review of the following actions:

- General Plan Amendment;
- Specific Plan Amendments and
- Project specific entitlements all as identified in Table 3.4-3.

Table 3.4-2. Identification of Project Applications for Project Description

Site	Description	Applications For the Changes Identified in Table 1 and Project Construction
A	SP 7, Planning Units 2 and J, the "WESTERN PLATEAU" change to open space	General Plan Amendments LU 2001-225 (Land Use Element), C 2001-29 (Circulation Element), and OS 2001-2 (Open Space Element Specific Plan 7, Amendment 11
B	SP 7, Planning Unit 1 change to add 19 single family homes	Specific Plan 7, Amendment 11 Tentative Tract 5342; RPD 88-392 Modification 14
C	SP 8 and 9, School and Park Site change to 14.5 acre school site	Specific Plans 8 and 9, Amendment 4 Tentative Tract 5096 Modification 2
D	SP 8 and 9, Planning Unit 20, change to mix of apartments and condominiums	Specific Plans 8 and 9, Amendment 4 Tentative Tract 5096 Modification 2 RPD 2001-537 (apartments) RPD 2001- 531 (condominiums)
E	SP 8 and 9, Commercial Site change to incorporate community facility	Specific Plans 8 and 9, Amendment 4 DP 2001-0775 Tentative Tract 5096 Modification 2
F	SP 8 and 9, Planning Unit 22 change to 7 single family homes	Specific Plans 8 and 9, Amendment 4 Tentative Tract 5330 RPD 97-0517 Modification 2
G	SP 8 and 9, Planning Unit 21 (por.) change from 9 single family homes to 69 homes	Specific Plans 8 and 9, Amendment 4 Tentative Tract 5200 RPD 2000-0528
H	SP 8 and 9, Planning Unit 23 (por.) change to 4.5 net acre neighborhood park	General Plan Amendment OS 2001-2 Specific Plans 8 and 9, Amendment 4 Tentative Tract 5096, Modification 2 DP 2001- 776
I	SP 8 and 9, Planning Unit 4 change to 3 single family estate lots	LU 2001-225 Specific Plans 8 and 9, Amendment 4 LD704

Table 3.4-3. Description of Applications

Application	Description
General Plan Amendment LU 2001-225	Amend Land Use Element of the General Plan for Site A from "reserve residential" to " ~~proposed parks and recreation areas~~ existing parks, golf courses and open space "; from "proposed parks and recreation" to "very low density residential" for Site I.
General Plan Amendment C 2001-29	Delete primary access road to the Western Plateau from the Circulation Element of the General Plan.
General Plan Amendment OS 2001-2	Delete Site H from Open Space Inventory (Figure 1 and text of 1996 Open Space Element); change sites A and B from "areas with important open space resources" on Figure 1 to Open Space Inventory.
Specific Plan 7, Amend. 11	Amend map and text to change Site A to open space; add 19 single-family homes (Site B).
Tentative Tract 5342	Resubdivide a portion of Tract 4366 to add 19 new lots (Site B).
RPD 88-392 Mod. 14	Permit construction of 19 additional homes (Site B).
Specific Plans 8 and 9, Amendment 4	Change "school and park site" to "school site" (Site C) Change Planning Unit 20 to mix of 128 apartments (20A) and 171 condominiums (20B) (Site D) Change Commercial site to include 2.2-acre community facility (Site E) Delete Planning Unit 22 (Day Care) and merge its area into Planning Unit 10 (Site F) Change part of Planning Unit 21 planned for 9 homes to a new Planning Unit 24 planned for 69 homes (Site G) Change a 6.75-acre portion of Planning Unit 23 from "open space" to a new "park D" (Site H) Change Planning Unit 4 from "equestrian center" to 3 "rancho estates" (Site I)
Tentative Tract 5096, Mod. 2	Subdivision of various lots (Sites C, D, E, H)
RPD 2001- 531	Entitlement to approve construction of 171 condominiums in Planning Unit 20B (Site D)
RPD 2001-537	Entitlement to approve construction of 128 apartments in Planning Unit 20A (Site D)
DP 2001- 775	Entitlement to approve construction of neighborhood shopping center with 2.2-acre community facility (Site E)
Tentative Tract 5330	Subdivision of former Day Care site into 7 new single family home lots (Site F)

Table 3.4-3. Description of Applications (Continued)

Application	Description
RPD 97-0517 Mod. 2	Entitlement to approve construction of 7 single family homes (Site F)
Tentative Tract 5200	Subdivision of new Planning Unit 24 into 69 single family lots (Site G)
RPD 2000-0528	Entitlement to approve construction of 69 single family homes within Tract 5200 (Site G)
DP 2001- 776	Entitlement to construct 4.5 net acre neighborhood park D (Site H)
LD 704	Land division to subdivide Planning Unit 4 into 3 lots (Site I)
DA 2001-001	Award 63 development allotments to Operating Engineers
DA 2001-002	Award 283 development allotments to Miller Brothers

4.0 ENVIRONMENTAL SETTING

This section presents a brief description of the local and site-specific setting. More detailed regional, local and site-specific setting information is presented in Section 5.0 as the introduction to each issue-specific subsection.

4.1 REGIONAL AND LOCAL SETTING

The City of Thousand Oaks is located in the southeastern portion of Ventura County. North of the City of Thousand Oaks are the Cities of Moorpark and Simi Valley. To the south are the Santa Monica Mountains and eight miles further south is the Pacific Ocean. To the immediate east are the Cities of Westlake Village and Agoura Hills. Further east lies the San Fernando Valley and City of Los Angeles. To the west is the City of Camarillo, located on the flat Oxnard Plain which stretches eight miles westward to the Pacific Ocean (City of Thousand Oaks, June 16, 1998).

The City and project area is located within the western Transverse Ranges geomorphic province of Southern California. The western Transverse Ranges are a belt of east/west-trending folds and associated thrusts formed in response to northeast to north-northeast crustal shortening. By geological standards, this general area is undergoing intense deformation. The bedrock units within the region have been folded and faulted due to compression in a north-south direction. As a result, large valleys and uplands have been formed such as the Simi Valley, the Oxnard Plain, the Ventura and Ojai Valleys, the Santa Monica Mountains, Las Posas Hills, and the Topatopa Mountains. These valleys, uplands and mountains are generally bounded by reverse faults and/or thrust faults (Fugro West, Inc., 1995).

The Thousand Oaks area has a mild Mediterranean climate with year-round temperatures averaging in the low 70-degree (Fahrenheit) range. Precipitation averages about 13 to 18 inches annually. "Santa Ana" conditions bring dry warm winds during the fall (City of Thousand Oaks, June 16, 1998).

Primary regional access routes in the project area include U.S. 101 located south of the Specific Plan 7 area and north of the Specific Plan 8 and 9 areas. Rancho Conejo Boulevard provides local access to the Specific Plan 7 area and Lynn Road and Borchard Road provide primary local access to the Specific Plan 8 and 9 areas.

4.2 SITE-SPECIFIC SETTING

The project sites are located in three Specific Plan areas of the City of Thousand Oaks, (Specific Plans 7, 8 and 9). The Specific Plan 7 area is known as Rancho Conejo and the Specific Plans 8 and 9 cover the Dos Vientos Ranch.

The Rancho Conejo Specific Plan 7 area is 1,862 acres in size. Surrounding land uses include the Rancho Conejo Industrial Park and Newbury Park Academy properties to the

south and east, Wildwood Park and Lynn Ranch to the east, and the Santa Rosa Valley and mountains separating the Cities of Camarillo and Thousand Oaks to the north and west.

Existing and approved uses within the Rancho Conejo Specific Plan 7 area include primarily residential development, with some industrial, Hill Canyon Wastewater Treatment Plant expansion area and open space uses. The terrain is varied ranging from deep canyons and barrancas to bluffs, plateaus and mountain peaks.

The proposed project is confined to two sites within the Specific Plan 7 area. These are referred to as Sites A and B. Site A is known as the Western Plateau and is located in the northwestern portion of the Specific Plan area. Site B is a graded residential lot area in the southeastern portion of the Specific Plan area and located adjacent to the Arroyo Conejo.

Site A is in a relatively natural condition, although it has been impacted by historic ranching uses. Major vegetative communities within the Site include: chaparral, coastal sage scrub, oak woodland, sycamore woodland and grassland (City of Thousand Oaks, 1991). Site B is presently graded for approved residential development and does not support native plant communities.

The Dos Vientos Ranch or Specific Plans 8 and 9 area is 2,331 acres in size and is located in the Newbury Park area of the City. Surrounding land uses to the north include undeveloped land, to the south lies Broome Ranch, a property owned by the Mountains Recreation and Conservation Authority (MRCA), to the east lies the existing residential area of Newbury Park, and to the west is steeply-sloping vacant land.

Existing and approved uses within the Specific Plans 8 and 9 areas include residential, commercial, public and open space land uses. The proposed project includes seven sites within the Specific Plan 8 and 9 areas, Sites C through I, as shown on Figure 2.2-1.

Sites C, D, E, F and I have been graded in the past and do not support native plant communities. Sites H and G support some native vegetation including coastal sage scrub and other vegetation as described in Section 5.3, Biology.

4.3 LAND USE REGULATION

Land use regulations and plans that are particularly relevant to the proposed project include:

- City of Thousand Oaks General Plan and Zoning Ordinance
- Specific Plans 7, 8 and 9
- Ventura County Air Quality Management Plan

5.0 ENVIRONMENTAL ANALYSIS

Section 5.0 presents an evaluation of the project-specific and cumulative impacts associated with the proposed project. The analysis presented for each issue area provides a discussion of the relevant setting, methodology and significance thresholds used for the analysis, project-specific impacts, cumulative impacts, mitigation measures and residual impacts. It should be noted that certain mitigation measures have either been incorporated into the overall design of the proposed developments or are required to be implemented under the terms of the relevant specific plans and previous approved environmental review document or the project area. A detailed discussion of these measures can be found in prior EIRs (FEIR No. 148, FSEIR No. 148, FEIR No. 301, FSEIR No. 301, EIR No. 303, FEIR No. 144, FEIR No. 268 and FEIR No. 189).

For issues where the project, in combination with other development including pending and approved projects, has the potential to result in significant impacts, a cumulative impact analysis has been conducted. For the most part, cumulative development considered together with the project is build-out of the Specific Plans 7, 8 and 9 areas. However, the evaluation of cumulative impacts takes into consideration only the development that is relevant to the service area or other area of impact that is specific to each issue.

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5.1 GRADING

5.1.1 Setting

a. Rancho Conejo Specific Plan 7. Since no grading is proposed for site A, no discussion of setting is necessary. Site B has been rough-graded for pads in the past under approved Track 4366 which included all phases pursuant to Grading Permit No. 1652. The present stockpiling is without benefit of a permit at this time. It contains no significant landform features.

b. Dos Vientos Ranch Specific Plans 8 and 9. The general topographic characteristics of the Dos Vientos Ranch are shown on Exhibit 3.11-1 of Final Subsequent Environmental Impact Report EIR No. 303 (City of Thousand Oaks, June 1996), which is available for review at the City of Thousand Oaks ~~Department of Planning and~~ Community Development Department. Sites D and H encompass a portion of the crest of a low interior ridge and adjoining moderately steep hillside terrain. Sites E, F, G and I are all predominantly located in lowland valley areas and have relatively little topographic relief. Site H has approximately 120 feet of topographic relief measured from Via Las Brisas to the crest of the ridge above the proposed future park (Lot 6), while the maximum relief within Site D is only approximately 30 feet.

5.1.2 Impact Analysis

5.1.2.1 Impact Assessment Methodology and Significance Thresholds

It is the policy of the City of Thousand Oaks to avoid grading in hillside areas in order to preserve the natural landform features, preserve environmental quality and maintain the aesthetic character of the community. In addition, Section 7-3.19 of the Municipal Code requires that grading of manufactured cut and fill slopes shall not exceed a height of 25 feet unless approved by the City of Thousand Oaks Planning Commission.

5.1.2.2 Project-Specific Impacts

a. Rancho Conejo Specific Plan 7. Site A is proposed to be preserved as natural open space, and hence will not graded to accommodate development of homes and a neighborhood park per Specific Plan 7, Amendment 3. The approved primary access road to this area will also not be graded, thereby avoiding extensive grading in slopes over 25% gradient, as well as the creation of several manufactured slopes in excess of 70-100 feet in height, as identified in the EIR for Specific Plan 7, Amendment 3. This component of the proposed project, therefore, substantially reduces grading impacts as compared to the approved Specific Plan.

Site B has already been rough graded. Further modification is proposed by the applicant to accommodate the 19 single-family residential units transferred from the Western Plateau (Site A). While no grading is proposed outside the current grading limits established by the City

when it approved Tract 4366 in 1989, the elevation of the ground surface is proposed to be raised in several areas by import of dirt from nearby property owned by the applicant in other parts of Tract 4366. The increase in the pad elevations does not constitute a significant impact since it will not affect any terrain which has not already been graded.

The total amount of import is proposed to be approximately 37,000 cubic yards. This is equivalent to approximately 2,800 standard dump truck loads. This dirt will be transported a relatively short distance within the Rancho Conejo Specific Plan area. Based on a recent field investigation ~~it appears that~~ substantial amounts of relatively new fill material ~~has~~ have been placed on some of the lots. ~~It is unclear whether this is part of the 37,000 cubic yards or not~~. This fill is part of the 37,000 cubic yards of total import.

b. Dos Vientos Specific Plans 8 and 9. Sites D, G and H are the only sites that require any significant grading in order to implement the proposed project. In order to graphically illustrate the degree of these potential impacts, several exhibits have been prepared. Refer to Appendix C. These exhibits are briefly described below:

- MASS GRADING EXHIBIT: Depicts general areas where significant cut and fill grading is proposed.
- GRADING CROSS-SECTIONS: Depicts linear projection of proposed landform contours and vertical elevations of selected streets, building pads and manufactured slopes in relationship to existing ground surface.
- MANUFACTURED SLOPE HEIGHT EXHIBITS: Depicts the maximum height of proposed manufactured cut and fill slopes.
- 25% SLOPE ENCROACHMENTS: Depicts hillside terrain exceeding 25% slope, including proposed grading encroachments.

Site Specific Impacts - Sites D, G and H

Site D (128 apartments / 171 townhomes). While extensive grading has already taken place in order to prepare this site for future development as a part of previously approved Tract 5096, additional topographic modification is proposed beyond the grading limit boundaries originally approved for Planning Unit 20 (Specific Plans 8 and 9). Overall, this involves some relatively minor grading encroachment into adjacent Open Space Planning Unit 23, which is composed of moderately steep hillside terrain in excess of 25% gradient. The extent of this 25% encroachment has been calculated at 0.76 acres. The maximum height of resultant manufactured cut and fill slopes does not exceed 25 feet, however.

Site G (69 low density, single-family detached homes). It should be noted that Final EIR 303, which was prepared for Tract 4963, anticipated that potential topographic impacts in this area would basically consist of relatively minor cut and fill grading in order to provide access to only 9 large estate lots. However, the grading plan submitted for Tentative Tract 5200 will affect a much larger area in order to construct the necessary internal street network and building pads for 69 homes. Despite this fact, potential topographic impacts still remain relatively minor due to

the fact that the layout of Tentative Tract 5200 is generally confined to lowland portions of Site G and also conforms with the previously approved grading limit boundaries of Planning Unit 21 (Specific Plan 9). Correspondingly, proposed grading encroachments into hillside terrain exceeding 25% gradient amount to approximately 0.9 acres. There is only one manufactured cut slope that exceeds 25 feet in height (26 ft. max.). This slope is east and adjacent to Dos Vientos Drive and is allowed under the conditions of Specific Plans 8 and 9 which state that manufactured slope heights in excess of 25 feet are allowable if in association with major road or reservoir construction.

Site H (6.75 gross acre neighborhood park site - 4.5 net useable acres). Significant grading will be necessary in order to create a 4.5 acre level useable pad in an area that predominantly consists of moderate to steeply sloping hillside terrain. Correspondingly, the total extent of this proposed grading will encompass 6.75 acres, essentially all of which, is located within Open Space Planning Unit 23. Potentially significant impacts associated with this grading include the encroachment into approximately 3.4 acres of hillside terrain exceeding 25% gradient, and the creation of a manufactured cut slope at toward the rear of the pad with a maximum height of 77 feet.

5.1.2.3 Cumulative Impacts

While the assessment of grading impacts is a site-specific subject, and typically not subject to cumulative analysis, it appropriate to note that the goal of the Project is to preserve the Western Plateau and thereby eliminate much more potentially significant adverse topographic impacts that would occur as a direct result of development of 147 single-family homes on Site A, as well as access road and utilities necessary to serve the development. As a result, the overall effect with respect to grading is beneficial.

5.1.3 Mitigation Measures

5.1.3.1 Project-Specific (incorporated in the project design)

G1 Contour grading to resemble natural landform features, followed by revegetation with native plant materials is proposed by the project applicant in order to help reduce potential topographic impacts.

Project-Specific (additional recommended mitigation measures)

G2 Contour grading of all manufactured cut and fill slopes will be required.

G3 The installation of temporary catchment basins at appropriate locations throughout the various project sites will help prevent the downstream transport of soil and debris and will be required.

G4 Implementation of effective dust control measures will be required. This may involve the application of certain polymer soil stabilizers if deemed necessary following site grading.

G5 Prior to approval of a grading permit for Tract 5342 (Site B), the applicant shall submit for approval of the Public Works Department a truck transportation route and schedule which will minimize traffic disruption and disturbance to adjoining residential areas.

5.1.3.1 Cumulative

No mitigation is required.

5.1.4 Residual Impacts

Even with implementation of the mitigation measures identified above, topographic impacts would remain potentially significant within Site H. This is due primarily to the need to create a relatively large graded level pad with 4.5 acres of net useable area for a neighborhood park.

5.2 VIEWSHED

5.2.1 Setting

5.2.1.1 Rancho Conejo Specific Plan 7

Since Site A is proposed for preservation as natural open space, no discussion of setting is required.

Site B is located adjacent to the Arroyo Conejo Canyon which was identified as a sensitive viewshed resource in prior environmental documents, and in the Rancho Conejo Specific Plan No. 7. The Specific Plan conditions address the sensitivity of this resource by imposing restrictions on the development of Planning Unit 1 and other Planning Units adjacent to the canyon, for the purpose of preserving the natural viewshed from the canyon bottom and limiting the visibility of structures on the bluffs above the Canyon within these planning units. Please refer to the discussion in EIR 255 for Tract 4366 and associated applications, at page 38 of Volume 1.

5.2.1.2 Dos Vientos Ranch Specific Plans 8 &9

Sites C, D, E and F have all been previously graded and do not contain any significant landform features, nor are they visible from locally designated "Scenic Highways". The only exception to statement pertains to Site D, since it abuts, and does include, approximately 0.26 of natural open space located within Planning Unit 23. While significant portions of Site G are still ungraded, no significant landform features exist within the lowland valley that is proposed for development of Tentative Tract 5200. In addition, Site G is well concealed from general view by higher intervening hillside and ridgeline terrain that has been permanently preserved as natural open space within Planning Unit 23 and 23R.

Site H is part of a knoll that rises approximately 100 feet above the main valley floor and has been preserved as natural open space within Planning Unit 23. While this knoll is a locally prominent landform feature, it should be noted that much higher mountainous terrain, including a major east-west trending ridgeline, rises behind Site H to the north. As a result, this knoll tends to appear less visually significant from Via Las Brisas.

Although Site I has been previously graded and is essentially devoid of any significant landform features, it does share distant background vistas of the interior ranges of the Santa Monica Mountains, and is adjacent to and visible from west Potrero Road, which is a locally designated "Scenic Highway".

5.2.2 Impact Analysis

5.2.2.1 Threshold of Significance

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains criteria for identifying aesthetic impacts. These are as follows: obstruction of a scenic vista or

view open to the public; creation of an aesthetically offensive site open to public view; degradation of an object having historic or aesthetic significance; or the production of a significant new source of light and glare. In addition to the criteria noted above, potentially adverse impacts may also result due to conflicts or inconsistencies with the adopted goals and policies, as set forth in either the Thousand Oaks General Plan, or the conditions of *Specific Plans No. 7, 8,* and *9.*

The City of Thousand Oaks uses the following criteria to evaluate the significance of environmental impacts to visual quality.

> For the purpose of this analysis, any silhouetting of structures at the crest of prominent ridgelines, or substantial modifications to hillside, ridgeline, or other sensitive natural landform features resulting from cut-and-fill grading shall be considered significant if they are clearly visible from designated scenic highway corridors or other core areas of the community.

With respect to development of Tract 5342 within Specific Plan 7, the following additional threshold of significance with respect to visual impact is relevant.

> Any material increase in visibility of structures as viewed from the Arroyo Conejo Canyon bottom as compared to the visibility of structures reviewed and approved for Tract 4366 would result in a significant impact.

5.2.2.2 Project Specific Impacts

Based on the "Threshold of Significance" criteria set forth above the following impact determination has been made.

a. Rancho Conejo Specific Plan 7

Site A. With respect to Site A, no impact would occur. In fact, a beneficial change would result because the development and access road planned for that area would not be built, thus preserving the existing natural viewshed.

Site B. In Site B (Tract 5342), changes in grading are proposed at both the northern ends and the southern ends of the Tract. Specifically, pad elevations are raised by several feet, and the depth of many of the lots are reduced. The cumulative effect, in some cases, is to place the dwelling units higher and closer to the edge of the bluff above the canyon, thus potentially increasing visibility from the canyon below.

Southerly Portion of Tract 5342 (Lots 1-39). The portion of Tract 4366 included for re-subdivision in the southerly portion of Tract 5342 only includes one of the lots along the edge of the Canyon - lot 1 of Tract 5342. This lot proposed to be in approximately the same location and at the same pad elevation as lot 183 of Tract 4366, which is addressed in EIR 255 in the discussion "Canyon Segment 11" on page 46 of Volume 1. It was acknowledged that this lot and nearby lots would unavoidably be visible from a section of the Canyon bottom due to the

nature of the topography in that area, and this exposure was accepted and approved in Tract 4366 and in the conditions of Specific Plan 7.

The proposed resubdivision in this area does not increase the degree of exposure and hence does not create a new impact.

Northerly Portion of Tract 5342 (Lots 40-69). The northerly portion of Tract 5342 (lots 40-69) is a proposed re-subdivision of lots 151-153 and 349-363 on the Tentative Tract map for Tract 4366 as reviewed in EIR 255. Lots 355-363 of that Tentative Tract map were identified as "Cluster D" for viewshed analysis purposes and discussed on page 42 of EIR 255. As noted, the grading plan for that area involved a deep cut into a knoll in order to lower pad elevations below the rim of the remaining natural terrain, thus screening structures from view on the canyon floor. Homes on two lots (361 and 363) would be visible from the canyon floor (assuming a two-story height) and were required to be single story homes in order to reduce structure height enough to avoid visibility.

The grading plan submitted for this portion of Tract 5342 ~~shows higher pad elevations for some of the lots~~ appears to approximately reflect the existing grade of the land surface in the vicinity of lots 41-54, which abut the open space and are sensitive to sightlines from the canyon floor. The cut into the knoll is not as deep, and in some areas the graded surface is at or slightly above the adjacent natural terrain. Also, as a result of placing ~~more~~ 12 more lots in this area, the lots along the edge are shallower than the lots in Tract 4366, tending to place the homes relatively closer to the edge. Hence the screening effect of the remaining natural terrain is diminished as compared to the analysis in EIR 255.

Based on a recent field investigation, ~~it appears that relatively~~ new fill material has been placed on lots 42 through 54, raising their pad elevations above the approved pad elevations. On some lots, the currently existing grades seem to approximate the grading proposal of Tract 5342.

In evaluating the new grading plan for Tract 5342 in the area which was identified as Cluster D in EIR 255, ~~it appears that~~ proposed structures on lots 50-54 ~~will~~ may be visible from the canyon floor. For these lots, the proposed pad elevation ~~is only~~ may be a few feet below (or in some cases at the same level as) the adjacent natural terrain.

Proposed two-story s~~S~~tructures on lots ~~48 and 49~~ 47-49 ~~appear to~~ may be blocked because the proposed grading plan shows that the intervening natural terrain is at a higher elevation between these lots and the canyon.

Structures on lots ~~49-47~~ 40-46, however, will also be visible. The extent of visibility will vary from lot to lot and one-story homes on some of these lots would not be visible.

Lots 55-69 are interior lots and will have homes between them and the canyon.

Conclusion. Given the policies of the adopted Specific Plan, which are based on the Conejo Canyons Study, there is a significant adverse viewshed impact for the proposed

development of Site B. However, this impact can be mitigated to a less than significant level with the implementation of mitigation measures set forth in Section 5.2.3.1

b. Dos Vientos Ranch Specific Plans 8 and 9. Sites C, E, F, and G - Impacts would not be significant for reasons described in Section 5.2.1, Setting.

Site H - Impacts would be adverse, but not significant (see discussion below).

Site I - Impacts would be less than significant (see discussion below).

In order to facilitate this impact assessment, a series of computer generated photo-overlay exhibits have been prepared (Figures 5.2-1 through 5.2-5). The perspectives selected for these exhibits depict Site H's visibility from core areas of the Dos Vientos Ranch Community, as well as Site I's visibility from West Potrero Road, which is locally designated "Scenic Highways". For comparison purposes, photographs of existing conditions have also been included for each selected perspective. These "existing conditions" do not reflect construction of approved projects not yet built. These same photos have in turn been modified using an AutoCad computer program to illustrate proposed topographic changes due to grading, as well as the general appearance of future residential, commercial and recreational components. It should be noted that no landscape treatment has been added that would otherwise screen or limit maximum exposure. Each of these photo-overlay exhibits is described below.

1) View from the intersection of Borchard Road and Via Las Brisas looking northeast toward Sites D, E and H (Figure 5.2-1)

   As this photo-overlay exhibit illustrates, foreground residential structures located within Site E effectively screen any view of the apartments and townhomes proposed for future construction within Site D. The same is true of the proposed neighborhood park in Site H.

2) View from the intersection of Via Las Brisas and Via Rio looking northwest toward Sites C, D and H (Figure 5.2-2)

   As this photo-overlay exhibit illustrates, foreground structures located within Site C (i.e. the elementary school, which is also part of the existing plan) largely screen the apartments and townhomes proposed for construction within Site D. The same is true of the proposed neighborhood park site in Site H.

3) View from Via Rio looking directly west across the graded pad for the elementary/ intermediate school toward Sites C, D and H (Figure 5.2-3)

   As this photo-overlay exhibit illustrates, the neighborhood park and the proposed manufactured cut slope at the rear of Site H is clearly visible, as is a portion of the commercial center, townhomes and apartments located within Sites C and D. This perspective angle, which is oriented to the northeast of the core area of the Dos Vientos Ranch Community, at the edge of the elementary / middle schools site,

October 2001
Project No. 0102-1251

SOURCE: BEHR BROWERS ARCHITECTS - KARSAI ASSOCIATES, INC.

A. VIEW AT PRESENT FROM BORCHARD ROAD AT VIA LAS BRISAS

SOURCE: BEHR BROWERS ARCHITECTS - KARSAI ASSOCIATES, INC.

FOREGROUND STRUCTURES SCREEN APARTMENTS AND TOWNHOUSES FROM VIEW

B. POST-PROJECT VIEW FROM BORCHARD ROAD AT VIA LAS BRISAS (SITES D, E AND H)

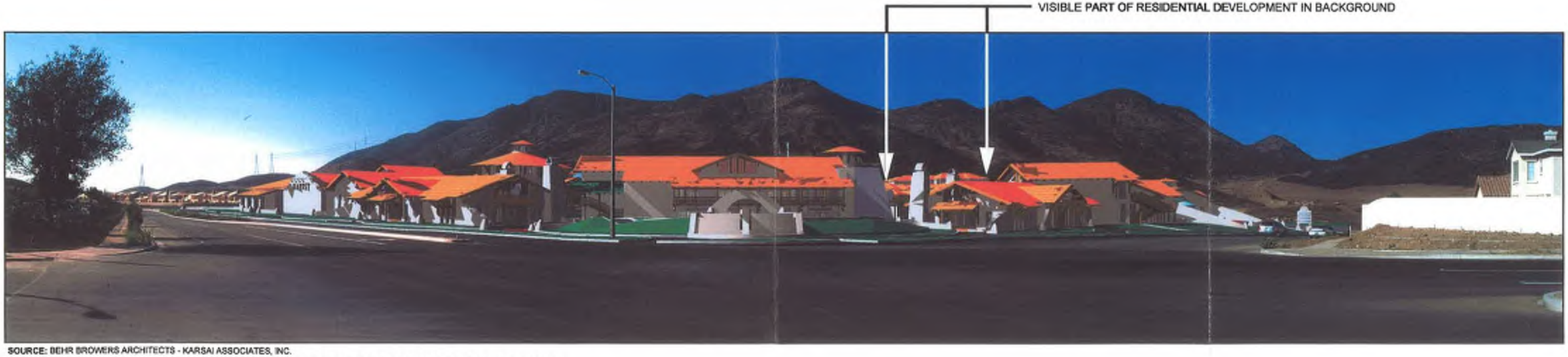
padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

DOS VIENTOS TOWN CENTER
EXISTING AND POST PROJECT VIEWS
FIGURE 5.2-1

October 2001
Project No. 0102-1251

SOURCE: BEHR BROWERS ARCHITECTS - KARSAI ASSOCIATES, INC.

A. VIEW AT PRESENT FROM VIA LAS BRISAS AT VIA RIO



SOURCE: BEHR BROWERS ARCHITECTS - KARSAI ASSOCIATES, INC.

B. POST-PROJECT VIEW FROM VIA LAS BRISAS AT VIA RIO (SITES C, D AND H)

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ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

DOS VIENTOS TOWN CENTER
EXISTING AND POST PROJECT VIEWS
FIGURE 5.2-2

October 2001
Project No. 0102-1251

SOURCE: BEHR BROWERS ARCHITECTS - KARSAI ASSOCIATES, INC.

A. VIEW AT PRESENT FROM VIA RIO

SOURCE: BEHR BROWERS ARCHITECTS - KARSAI ASSOCIATES, INC.

B. POST-PROJECT VIEW OF PROPOSED GRADING AND DEVELOPMENT FROM VIA RIO (SITES C, D AND H)

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

DOS VIENTOS TOWN CENTER
EXISTING AND POST PROJECT VIEWS
FIGURE 5.2-3

October 2001
Project No. 0102-1251

SOURCE: BEHR BROWERS ARCHITECTS - KARSAI ASSOCIATES, INC.

A. VIEW AT PRESENT FROM WEST POTRERO ROAD

SOURCE: BEHR BROWERS ARCHITECTS - KARSAI ASSOCIATES, INC.

B. POST-PROJECT VIEW OF CONCEPTUAL RESIDENTAL DEVELOPMENT FROM WEST POTRERO ROAD

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

DOS VIENTOS RANCH PLANNING AREA 4 (SITE I)
EXISTING AND POST PROJECT VIEWS
FIGURE 5.2-4

November 2001
Project No. 0102-1251

SOURCE: BEHR BROWERS ARCHITECTS - KARSAI ASSOCIATES, INC.

A. VIEW AT PRESENT FROM WEST POTRERO ROAD

SOURCE: BEHR BROWERS ARCHITECTS - KARSAI ASSOCIATES, INC.

B. VIEW OF PREVIOUSLY APPROVED PRIVATE EQUESTRIAN CENTER

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

DOS VIENTOS RANCH PLANNING AREA 4 (SITE I)
EXISTING AND POST PROJECT VIEW UNDER CURRENTLY APPROVED LAND USE
FIGURE 5.2-5

represents a "worst case" viewshed condition. Although potentially adverse, this impact is not considered to be significant given the lack of visibility of this proposed landform modification from Las Brisas, which is a much more highly traveled secondary arterial highway.

4) View looking from the north side of West Potrero Road south toward Site I (Figure 5.2-4)

As this photo-overlay exhibit illustrates, the homes located on three proposed residential lots in Site I will be clearly visible from West Potrero Road, as well as existing homes located along the westerly boundary of Tract 4831. This impact is considered to be less than significant, however, in comparison to the potential viewshed impacts associated with the construction of a previously approved private equestrian center (DP 95-711) and caretaker's residence on this same site. (See Figure 5.2-5)

5) View looking from the north side of West Potrero Road south toward Site I (Figure 5.2-5)

This photo-overlay exhibit illustrates the existing condition of Site I and the view from West Potrero Road as it would look under buildout conditions with the currently approved equestrian facility land use.

5.2.2.3 Cumulative Impacts

The proposed changes would result in development of project sites currently approved for development, with the exceptions that Site A would now be preserved as open space and Site H would be developed as a park. These changes would cumulatively reduce the effect of development of these sites and visual resources. The preservation of Site A would allow for the retention of this area and the adjacent existing open space area through which the access road and utilities would extend in their natural conditions. A net beneficial cumulative visual effect of the project results because a much larger and more visually sensitive area will be preserved as a result of the project.

5.2.3 Mitigation Measures

5.2.3.1 Project-Specific (Incorporated in the project design)

V1 Contour grading and landscaping with appropriate native plant materials is proposed.

Additional recommended measures.

V2 ~~Revise the grading plan for lots 40-69 in Tract 5342 (Site B) to reduce pad elevations in order to provide viewshed screening by natural terrain for this area as viewed from the Arroyo Conejo Canyon bottom; and or~~ Limit structure heights to

single story homes with a maximum structure height of seventeen (17') feet on lots 40-46 and 50-53 of Tract 5342.

V3 ~~Limit structure heights to single story homes on lots 40-54 of Tract 5342~~. Prior to the issuance of a grading permit for Tract 5342, the applicant shall submit for review and approval of the Community Development Department a revised grading plan and specific house plotting and architectural plans for lots 40-54. Said plans will be evaluated by the Department for visibility of structures from the canyon floor at the origin points of sightlines 1 and 3 as depicted on Figure 5.2-6 of Supplemental EIR 317, and will be required to meet the following standards:

Standard for structure	*Lot Nos.*
No visibility of structure from sightline origins in canyon bottom	*42-44, 46-48, 53, 54*
Minimal (less than upper 3') visibility of structure	*40, 41, 45, 49, 52*
Moderate (up to upper 3'-5') visibility of structure	*50, 51*

The revised plans may incorporate such mitigation measures, individually or in combination, as (1) reducing the pad elevations, (2) increasing the height of existing berms, (3) orientation of the structure and its roof planes, (4) location of the structures on the pads,)5) lot reconfiguration or deletion of lots in order to achieve these standards.

V4 For those lots where minimal or moderate visibility of structures is permitted, the applicant shall provide appropriate landscaping along the sightline to mitigate the impact of the view of the structure.

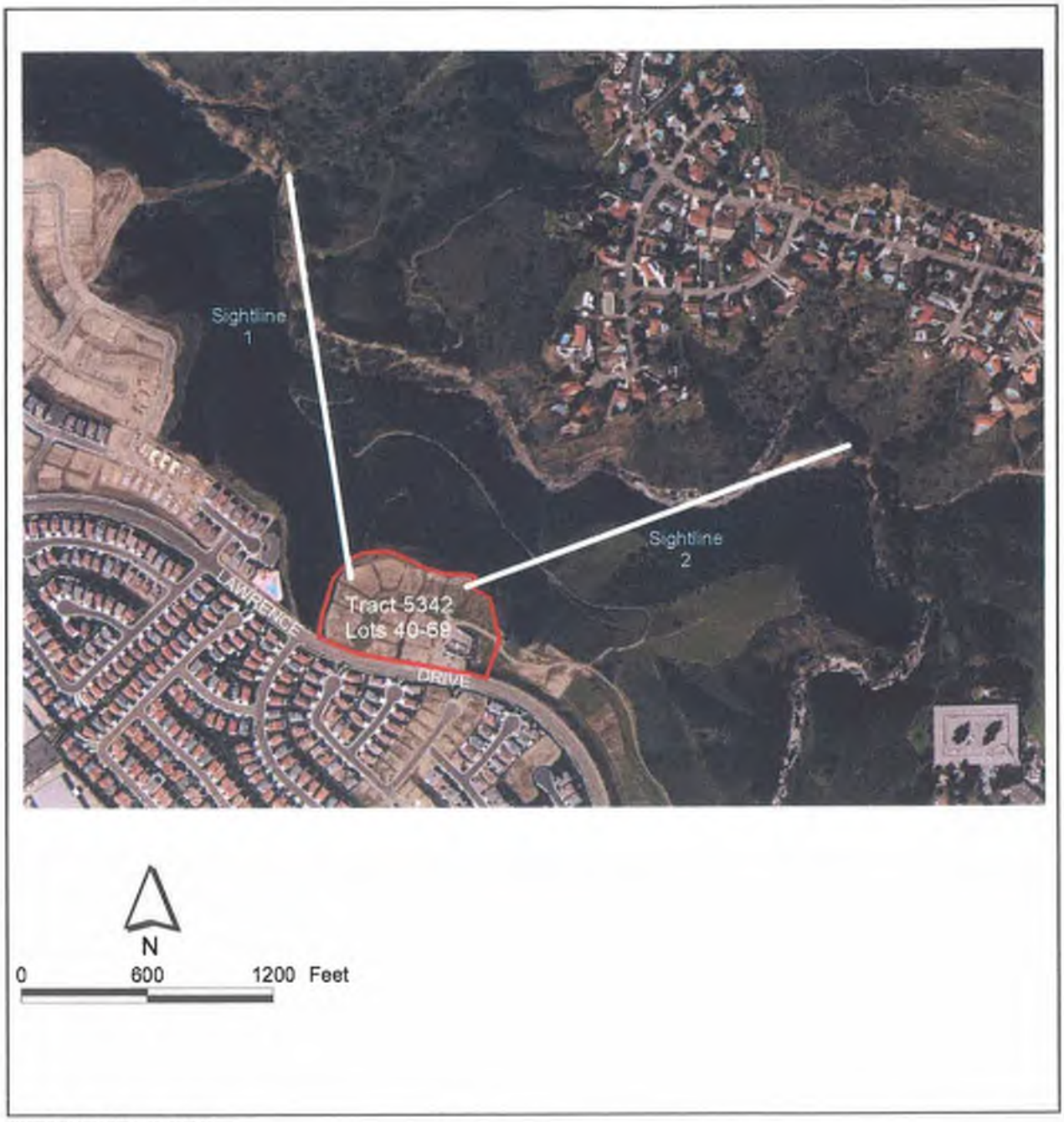
5.2.3.2 Cumulative

No mitigation required.

5.2.4 Residual Impacts

~~None, subject to effective screening of visual impacts~~. Less than significant.

January 2002
Project No. 0101-1251



SOURCE: City of Thousand Oaks

CANYON SIGHTLINES TO NORTHERLY PORTION OF T 5342 SITE B

FIGURE 5.2-6

h:\common\aroview\gplan\aerial photos\Tract 5342 Sightlines

5.3 BIOLOGY

The following Section is based upon the following reports and papers: *Final Environmental Impact Report No.144, Specific Plan No. 7* (City of Thousand Oaks, February 20, 1981), *Final Environmental Impact Report Tract 4366V, RPD 88-392, Oak Tree Permit OTP 762, Development Allotment DA 89-1, Development Agreement* (City of Thousand Oaks, 1989) *Environmental Impact Report, Volume III-Special Consultant Studies, Dos Vientos Ranch Specific Plans 8 & 9,* (City of Thousand Oaks, 1984), *Final Environmental Impact Report No. 148, Specific Plan No. 8, Specific Plan No. 9, LU-85-143 and Annexation No. 89* (City of Thousand Oaks, February 9, 1987), *Final Environmental Impact Report No. 269, General Plan Amendment LU 89-180 Specific Plan 7, Amendment No. 3, Amendment No. 1 to Development Agreement with Shapell Industries* (City of Thousand Oaks, 1990), *Final Supplemental Environmental Impact Report No. 301, Dos Vientos Vesting Tentative Tract No.4831* (City of Thousand Oaks, June 27, 1994), *Final Subsequent Environmental Impact Report No. 303,* (City of Thousand Oaks, June 1996), *Dos Vientos Open Space Management Plan* (Urban Design Group, February 1996), *Final Supplement Environmental Impact Report No. 301, Dos Vientos Ranch Specific Plan No. 8, Tentative Tract Nos. 5073, 5074, 5080, 5094, 5095, and 5096,* (City of Thousand Oaks, June 16, 1998), *Letter to Miller Family Companies* from Impact Sciences regarding May 2001 Dos Vientos Rare Plant Surveys (May 8, 2001). These reports and papers are available for review at the City of Thousand Oaks, Planning Department, 2100 Thousand Oaks Boulevard, Thousand Oaks, California.

5.3.1 Setting

5.3.1.1 Rancho Conejo Specific Plan 7

a. Flora

Vegetation. The vegetative conditions of Sites A and B are described as follows.

Site A - Based upon vegetation mapping in the Final EIR for MGM Ranch Specific Plan 7 Annexation 96 (City of Thousand Oaks, 1981) and City of Thousand Oaks Open Space Element (2000), existing vegetation on Site A (approximately 191 acres) is comprised of mainly non-native grassland and xeric scrub with patches of chaparral, coastal sage scrub, oak woodland, sycamore woodland and native grassland. Xeric scrub (as mapped by City of Thousand Oaks [1981]) is dominated by prickly pear (*Opuntia* sp.).

Site B – Presently, Site B has already been graded and does not have any significant resources. The northerly portion of this site is adjacent to an open space area with heavy chaparral on the slope, which would be affected by the brush clearance requirement for development within this part of Site B.

Special-Status Plant Species. Special-status plant species are either listed as endangered or threatened under the Federal or California Endangered Special Acts, or rare under the California Native Plant Protection Act, or considered to be rare (but not formally listed)

by resource agencies, professional organizations (e.g., Audubon Society, CNPS, The Wildlife Society), and the scientific community.

The City of Thousand Oaks, Oak Tree Preservation and Protection Guidelines (City Council Resolution No. 87-93) defines all oak trees as protected trees regardless of size. The City requires a tree report for all protected trees to establish the health and aesthetics of each tree that may be affected. An oak tree permit is required for removal or encroachment of oak trees with a two-inch diameter trunk or greater, measured at three feet above natural grade.

City Council Ordinance 1217-NS protects landmark trees, including western sycamores exceeding 12 inches in diameter at 4.5 feet above natural grade (dbh) and southern California black walnut exceeding 8 inches dbh.

Site A may support special-status plant species such as Conejo dudleya (*Dudleya abramsii* ssp. *parva*) and Lyon's pentachaeta (*Pentachaeta lyon*ii). However, surveys for such species has not been conducted, and the status of special-status plant species on Site A is unknown.

Site B has been recently graded and does not support special-status plant species.

Sensitive Habitats. No sensitive habitats were reported on Sites A or B by City of Thousand Oaks (1981). However, Site A may support small patches of wetlands which are considered sensitive habitats by the California Department of Fish and Game (CDFG).

b. Fauna

Wildlife Habitat. Site A - City of Thousand Oaks (1981) included an evaluation of wildlife habitat value of Specific Plan 7. The evaluation used a ranking system with a scale of 1 through 7, with 1 meaning limited importance for wildlife habitat value and 7 meaning critical importance for wildlife habitat value was used. The majority of Site A was ranked 3 with small pockets ranked up to 5 mainly in association with oak woodlands. These woodlands are valuable roosting and nesting sites for birds, particularly raptors.

Since the preparation of the 1981 EIR referenced above, the City, in its General Plan Open Space Element (2000) has reevaluated the habitat value of Site A. The Open Space Element indicates that the Western Plateau (Site A) has high ranking for habitat value and species diversity.

Wildlife species found in grasslands in the project area include lark sparrow, western meadowlark, Audubon's cottontail, California ground squirrel, pocket gopher and coyote. The xeric scrub community favors animals adapted to shrub cover such as California towhee, rufous-sided towhee, California thrasher and orange-crowned warbler.

Wildlife Movement Corridors. The City's Open Space Element considers Site A as a important link in maintaining the continuity of open space for wildlife migration. This Site may

facilitate wildlife movement between South Branch Arroyo Conejo and Arroyo Conejo, bypassing much of the City of Thousand Oaks.

Special-Status Wildlife Species. These species are defined as:

- Animals listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (50 CFR 17.11 for listed animals and various notices in the Federal Register for proposed species).
- Animals that are candidates for possible future listing as threatened or endangered under the Federal Endangered Species Act (Federal Register Vol. 62, No. 205, pp. 57534-57547, October 25, 1999).
- Animals that meet the definition of rare or endangered species under the CEQA (State CEQA Guidelines, Section 15380).
- Animals listed or proposed for listing by the State of California as threatened and endangered under the California Endangered Species Act (14 CCR 670.5).
- Animal species of special concern to the CDFG (Remsen, 1978 for birds; Williams, 1986 for mammals).
- Animal species that are fully protected in California (California Fish and Game Code, Section 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

No special-status wildlife species were reported on Sites A or B by City of Thousand Oaks (1981). However, suitable habitat for coastal western whiptail, coast horned lizard, coastal cactus wren, California horned lark, loggerhead shrike, San Diego desert woodrat, San Diego black-tailed jackrabbit and American badger occurs on Site A, and these species may occur here (see Table 5.3-1).

5.3.1.2 Dos Vientos Specific Plans 8 and 9

a. Flora

Vegetation. The Dos Vientos Specific Plans 8 and 9 area encompasses a series of interior valleys and low foothills and ridges which are flanked to the north by rugged, volcanic outcroppings of the Conejo Peak and to the south by the massive sandstone cliffs of Boney Ridge (City of Thousand Oaks, June 1996). According to the FEIR for the Dos Vientos Ranch Specific Plans 8 and 9/Annexation 89 (City of Thousand Oaks, February 1987) vegetation within the area consists of a combination of intergrading native plant communities that are commonly found throughout the coastal ranges of Southern California. These include: coastal sage scrub, chaparral, southern oak woodland, riparian, freshwater marsh, annual non-native grassland and ruderal vegetation. These plant communities (other than grassland) are dominated by native plants. However, numerous introduced agricultural and ornamental species were also noted to be present throughout each of the plant communities. Due to the topography of the area and man's direct influence through agricultural/ranching practices, etc., natural vegetation patterns have been significantly modified within the more gently sloping interior valleys and hillside areas. Several residential neighborhoods now exist within the area and other portions of the

Specific Plan areas are currently under construction. The FEIR for the Dos Vientos Ranch Specific Plans 8 and 9/Annexation 89 (City of Thousand Oaks, February 1987) identified undisturbed areas of the site, none of the sites affected by the proposed project are located within areas that were identified as undisturbed plant habitat.

Site C (approximately 14.5 acres) – This Site was cleared of vegetation in anticipation of rough grading, and native plant communities are absent.

Site D (approximately 24 acres) – This Site was identified on vegetation mapping prepared in 1987 as supporting primarily orchards, with a eucalyptus windrow with areas of coastal sage scrub. Presently, the the site has been graded and native plant communities are absent.

Site E (approximately 9 acres) – This Site has been recently graded and native plant communities are absent.

Site F (approximately 2 acres) – This Site has been graded and native plant communities are absent.

Site G (approximately 46 acres) – This Site supports coyote brush scrub and annual grassland. Presently, portions of the Site adjacent to Rancho Dos Vientos Drive (about 30 percent of the Site, mostly supporting annual grassland) have been cleared of vegetation.

Site H (approximately 6.75 acres) – This Site supports coastal sage scrub dominated by sagebrush (*Artemisia californica*) and California buckwheat (*Eriogonum fasciculatum*). Other species found on-site include our lord's candle (*Yucca whipplei*), black sage (*Salvia mellifera*) and chamise (*Adenostoma fasciculatum*). Currently, this area is nearly surrounded by residential development (under construction in 2001).

Site I – This Site has previously been graded and supports only ruderal vegetation.

Special-Status Plant Species. See Section 5.3.1.1 for a definition of special-status plant species.

Site C – This Site does not support special-status plant species.

Site D – This Site does not support special-status plant species.

Site E - In May of 2001, a special-status plant survey was conducted for Sites E and H by Impact Sciences. Additionally, a search of the CDFG Natural Diversity Data Base and the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants for the Newbury Park Quadrangle was completed. No special-status plant species were observed on Sites E and H during the May 2001 survey. Additionally, Site E has been graded, therefore, suitable habitat for special-status plants is not present.

Site F – This Site does not support special-status plant species.

Site G – Botanical surveys conducted for Final Subsequent Environmental Impact Report EIR No. 303 for Vesting Tentative Tract 4963, Residential Planned Development Permit (RPD 95-500), Development Permits (DP 95-707 and 95-711), Amendment No 3, Specific Plan No 9, and General Plan Amendment No. C 96-26 (City of Thousand Oaks, June 1996) did not identify any special-status plant species on Site G.

Site H – As indicated above, under the discussion for Site E, a sensitive plant survey conducted by Impact Sciences determined that no special-status plants occur at the Site.

Site I – Botanical surveys have been conducted for Final Subsequent Environmental Impact Report EIR No. 303 for Vesting Tentative Tract 4963, Residential Planned Development Permit (RPD 95-500), Development Permits (DP 95-707 and 95-711), Amendment No 3, Specific Plan No 9, and General Plan Amendment No. C 96-26 (City of Thousand Oaks, June 1996). The Site has been graded and no special-status plants occur at the Site.

Sensitive Habitat. The CDFG Natural Diversity Data Base (NDDB) lists coastal sage scrub, arroyo willow woodland and freshwater marsh as rare plant communities worthy of inventorying. The only community of special concern presently existing within the project sites is coastal sage scrub (Sites G and H).

b. Fauna

Wildlife Habitat. Due to the lack of plant communities and proximity to residential areas, very limited wildlife use of Sites C, D, E, F and I is expected. However, Sites G and H still contain some native vegetation and support common wildlife species. Site G offers the best remaining wildlife habitat value of the sites due to remaining native vegetation and its proximity to undisturbed open space.

Raptors that have been reported from the area addressed by the Dos Vientos Ranch Specific Plans 8 and 9 include golden eagle, turkey vulture, kestrel, red-tailed hawk, northern harrier and barn owl (City of Thousand Oaks, February 1987). Sites G and H provide habitat for these and other raptors. Large mammals that have been historically known to use the site include mountain lion, bobcat, mule deer and coyote. Due to the lack of large contiguous habitat areas and proximity to residential areas, these animals are likely to be limited to foraging on Sites G and H of the current project.

Small mammals documented to have been found or expected within the project area include various species of mice, dusky-footed woodrat, ornate shrew and desert cottontail (City of Thousand Oaks, June 1996). These animals may currently occur at sites G and H. Eleven reptiles have been historically reported as occurring on the Ranch with nine others having had the potential to occur. Several of these reptile species are likely to currently occur at Sites G and H. A total of 85 bird species were identified as occurring on the Dos Vientos Ranch with several other species having the potential to occur there. Numerous bird species are still expected to use Sites G and H. Several species of bats may also forage at Sites G and H. However, due to the small size and fragmented nature of the remaining habitat at these Sites,

most habitat use would consist of foraging. Therefore, these sites are not considered critical resources for the survival and reproduction of local wildlife populations.

Wildlife Movement Corridors. The Dos Vientos Ranch provides mammal movement corridors, which are routes used by large mammals to gain access to preferred foraging, nesting and breeding areas. The FEIR for the Dos Vientos Ranch Specific Plans 8 and 9/Annexation 89 (City of Thousand Oaks, February 1987) identified preferential movement areas for specific species described as follows. Mule deer prefer narrow canyon areas for movement, where the thicker brush provides cover. The mountain lion and bobcat usually use ridges, but would also be found to use deer trails and valley corridors extensively. Coyotes tend to favor valleys and existing trails for movement.

Special-Status Wildlife Species. See Section 5.3.1.1 for a definition of special-status wildlife species. The Final Supplemental EIR No. 301 for Dos Vientos Ranch Specific Plan No. 8 (1998) identified special-status wildlife species known to occur in the vicinity of the Specific Plan 8 area (including but not limited to Sites C, D, E, F and H). These include Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), Bell's sage sparrow (*Amphispiza bellii belli*), loggerhead shrike (*Lanius ludovicianus*), coastal California gnatcatcher (*Polioptila californica californica*), and desert woodrat (*Neotoma lepida intermedia*). As part of the background research for the Final Supplemental EIR focused wildlife surveys were conducted. No special-status species were found to inhabit the area addressed by FSEIR No. 301.

City of Thousand Oaks (June 1996) describes the special-status wildlife species observed or expected to occur within Vesting Tentative Tract 4963 (including but not limited to Sites G and I). However, the likelihood of each species presence at Sites G and I based upon current conditions has not been identified. Table 5.3-1 provides a summary of the potential for special-status wildlife species to occur at each of the affected Sites, based on current (2001) site conditions.

5.3.2 Impact Analysis

5.3.2.1 Impact Assessment Methodology and Significance Thresholds

An evaluation of whether an impact on biological resources would be significant must consider the resource itself and how that resource fits into a regional or local context. Significant impacts would be those that would substantially diminish, or result in the loss of an important resource, or would obviously conflict with local, state or federal conservation plans, goals, or regulations that are intended to afford protection to the biological environment.

Significance of biological impacts of the proposed project was determined based upon criteria used in past City-certified environmental documents pertaining to the project area. A project will have a significant impact on biological resources if it will:

- Substantially affect a rare or endangered species of plant or animal or the habitat of such species.

- Interfere substantially with the movement of any resident or migratory fish or wildlife species.

- Substantially diminish habitat for fish, wildlife, or plants.

Section 15065(a) of the CEQA Guidelines also states that a project may have a significant effect on the environment when "the project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal."

For the purposes of this document, "rare, threatened, or endangered," as defined by Section 15380 of the State CEQA Guidelines, refers to any of the following: any plant or animal species listed by the California Department of Fish and Game or U.S. Fish and Wildlife Services as a Threatened or Endangered species, proposed for listing as Threatened or Endangered, or considered a candidate for listing as Threatened or Endangered; those species considered by the USFWS as a Species of Concern, those species considered by the CDFG as a State Species of Special Concern; any plant listed by the California Native Plant Society as a List 1 or List 2 species.

The Conservation Element of the City of Thousand Oaks General Plan contains a number of policies that provide for the preservation and protection of native plant communities; wildlife resources; oak and landmark trees; wetland and riparian areas; rare, threatened and endangered species; and wildlife movement corridors. Any loss, alteration, or disturbance to these resources that would conflict with these policies would be considered a significant impact.

With respect to development of Tract 5342 within Specific Plan 7, the additional threshold of significance with respect to visual impact, any material increase in visibility of structures as viewed from the Arroyo Conejo Canyon bottom as compared to the visibility of structures reviewed and approved for Tract 4366.

Table 5.3-1. Special-Status Wildlife Species of Affected Sites

Species	Status		Habitat	Likely Presence
	USFWS	CDFG		
Monarch butterfly *Danaus plexippus*		-	Areas with milkweed and trees	No roosting habitat, no aggregations are expected
Reptiles				
Western spadefoot toad *Scaphiopus hammondii*	FSC	CSC	Seasonal and perennial ponds, grassland, and coastal sage scrub	No habitat present, not expected
Southwestern pond turtle *Clemmys marmorata pallida*	FSC	CSC	Watercourses and ponds	No habitat present, not expected
California horned lizard *Phrynosoma coronatum frontale*	FSC	CSC	Coastal sage scrub, chaparral, washes, open grasslands, woodlands	May occur within remaining scrub habitats at Sites A, G , H
Coastal western whiptail *Cnemidophorus tigris multiscutatus*	FSC	--	Coastal sage scrub, chaparral, grasslands, woodlands	May occur within remaining scrub habitats at Sites A, G , H
Silvery legless lizard *Anniella pulchra pulchra*	FSC	CSC	Sandy moist areas with leaf litter in coastal sage scrub, chaparral, riparian woodlands	Unlikely, but may be present on Sites A, G, H
Coastal rosy boa *Charina trivirgata rosefusca*	FSC	--	Coastal sage scrub, chaparral, woodlands, rock outcrops	Unlikely, but may be present on Sites A, G, H
San Bernardino ring-necked snake *Diadophis punctatus modestus*	FSC	--	Woodlands, grasslands, chaparral	Unlikely, but may be present on Sites A, G, H
Coast patch-nosed snake *Salvadora hexalepis virgultea*	FSC	CSC	Grassland, chaparral	Unlikely, but may be present on Sites A, G, H
San Diego mountain king snake *Lampropeltis zonata pulchra*	FSC	CSC	Streams in coniferous forests, woodlands, chaparral	Unlikely, but may be present on Sites A, G, H
Two-striped garter snake *Thamnophis hammondii*	--	CSC	Watercourses	No habitat present, not expected
Birds				
Southwestern willow flycatcher *Empidonax traillii extimus*	FE	CE	Riparian woodlands	Not likely, appropriate habitat not present
California horned lark *Eremophila alpestris actia*	--	CSC	Grasslands, open areas	Unlikely, available habitat is small and fragmented, but could occur at Site A
Coastal cactus wren *Campylorhynchus brunneicapillus*	--	CSC	Coastal sage scrub with cactus patches	Unlikely, available habitat is small and fragmented, but could occur at Site A
California gnatcatcher *Polioptila californica*	FT	CSC	Coastal sage scrub	Not expected, remaining coastal sage habitat is highly fragmented

Table 5.3-1. (Continued)

Species	Status		Habitat	Likely Presence
	USFWS	CDFG		
Loggerhead shrike *Lanius ludovicianus*	FSC	CSC	Grassland, coastal sage scrub, woodlands	Unlikely, available habitat is small and fragmented, but could occur at Site A
Yellow warbler *Dendroica petechia brewsteri*	--	CSC	Riparian woodlands	Not likely, appropriate habitat not present
Southern California rufous-crowned sparrow *Aimophila ruficeps canescens*	FSC	CSC	Coastal sage scrub, chaparral	Unlikely, available habitat is small and fragmented
Bell's sage sparrow *Amphispiza belli belli*	FSC	CSC	Coastal sage scrub, chaparral	Unlikely, available habitat is small and fragmented
Grasshopper sparrow *Amodramus savannarum*	MNBMC	--	grassland	Unlikely, available habitat is small and fragmented, but could occur at Site A
Tricolored blackbird *Agelaius tricolor*	FSC	CSC	Marshes and ponds	Unlikely, appropriate habitat not present
White-tailed kite *Elanus leucurus*	MNBMC	FP	Grasslands, woodlands	Unlikely, but may be present for short periods
Northern harrier *Circus cyaneus*	--	CSC	Grasslands, marshes	Unlikely, but may be present for short periods
Cooper's hawk *Accipiter cooperii*	--	CSC	Oak woodland, riparian woodland	Unlikely, preferred habitat not present
Sharp-shinned hawk *Accipiter striatus*	--	CSC	woodlands	Possible due to available foraging area at Sites A, G, H
Ferruginous hawk *Buteo regalis*	FSC	CSC	Grassland, open shrublands	Possible due to available foraging area at Sites A, G, H
Golden eagle *Aquila chrysaetos*	--	CSC, FP	Grasslands, woodlands	Likely, appropriate foraging habitat available at Sites A, G, H
Prairie falcon *Falco mexicanus*	--	CSC	Grassland, coastal sage scrub	Possible due to available foraging area at Sites A, G, H
Merlin *Falco columbarius*	--	CSC	Grasslands, wetlands, woodlands	Possible due to available foraging area at Sites A, G, H
Burrowing owl *Athene cunicularia hypugea* (burrow sites)	FSC	CSC	grasslands	Not likely, appropriate habitat not present

Table 5.3-1. (Continued)

Species	Status		Habitat	Likely Presence
	USFWS	CDFG		
Mammals				
Pale big-eared bat *Corynorhinus townsendii pallescens*	FSC	CSC	Nests in caves, tunnels, mines, buildings	Unlikely, but may forage over Sites A, G, H
Pallid bat *Antrozous pallidus*	--	CSC	Nests in dry rocky habitat, mines, caves, hollow trees	Unlikely, but may forage over Sites A, G, H
California western mastiff bat *Eumops perotis californicus*	FSC	CSC	Nests in crevices of steep rocky cliffs, trees, buildings	Unlikely, but may forage over Sites A, G, H
San Diego black-tailed jackrabbit *Lepus californicus bennetti*	FSC	CSC	Coastal sage scrub, chaparral, grasslands	Possible at Site A, unlikely at other Sites because habitat is small and fragmented
San Diego desert woodrat *Neotoma lepida intermedia*	FSC	CSC	Shrub habitats, rock outcrops	Possible at Site A, unlikely at other Sites because habitat is small and fragmented
Ringtail *Bassariscus astutus*	--	FP	Rocky habitats	Possible at Site A, unlikely at other Sites because habitat is small and fragmented
American badger *Taxidea taxus*	--	*	Grasslands, open coastal sage scrub, chaparral	Possible at Site A, unlikely at other Sites because habitat is small and fragmented

U. S. Fish and Wildlife Service
- FE Federally Endangered
- FT Federally Threatened
- PE Proposed Endangered
- FSC Federal Special Concern Species-- species that were formerly a Category 2 candidate for listing.
- MNBMC Migratory Non-Game Bird Species of Management Concern

California Department of Fish and Game
- CE California Endangered
- CT California Threatened
- CSC California Special Concern Species – taxa formerly noticed as being under review by CDFG
- FP Fully Protected – protects species considered rare or threatened prior to creation of the State Endangered Species Act.
- SP Specially Protected – protected except under certain circumstances.

* Considered sensitive by the California Natural Diversity Data Base, but has no State-designated legal status.

5.3.2.2 Project-Specific Impacts

a. Rancho Conejo Specific Plan 7. Site A (191 acres) will be preserved in its present undisturbed condition, including special-status species habitat as described above. This is considered to be a beneficial impact of the proposed project as the net result is to preserve 191 acres of natural vegetation and wildlife habitat, that would have been developed under previous project approvals. In addition, construction of access roads and utility corridors to serve development would be avoided, preserving another 15 to 20 acres of wildlife habitat.

Additionally, the Western Plateau has been identified in the Open Space Element of the City's General Plan as an area with important open space resources which should be considered as a priority for future addition to the open space system. Specifically, with regard to biological resources, the site was identified because its designation as permanent open space would improve the continuity for wildlife migration and would preserve an area identified as having high species diversity and wildlife habitat value as well as habitat value for rare and endangered species.

Presently, Site B has already been graded and does not have any significant biological resources. The northerly portion of this site is adjacent to an open space area with heavy chaparral on the slope, which would be affected by the brush clearance requirement for development within this part of Site B.

EIR 255 (pages 17-18 of Volume 1) identified the effect of brush clearance associated with development of homes on lots 355-362 of Tract 4366. Under the project proposal, these lots would be re-subdivided as lots 42-54 of Tract 5342. The new lots would be shallower in depth (front to back) than the old lots. The new lots vary from 105 to 180 feet, while the old lots vary from 140 to 205 feet. Because the lots are shallower, the homes will tend to be closer to the rear lot line and the required off-site brush clearance zone will be greater than described in EIR 255. This would result in less than 1 acre of additional clearance of chaparral vegetation. Because chaparral is not a sensitive community and clearance would occur on the edge of residential development which already reduces the habitat value of this area, this impact is considered adverse, but less than significant.

The adjacent open space land is owned by the Conejo Open Space Conservation Agency. A brush clearance easement was reserved by the subdivider of Tract 4366, so that maintenance responsibility would not fall on a public agency.

b. Dos Vientos Specific Plans 8 and 9. Currently, Sites C, D, E, F and I have been cleared of vegetation and wildlife habitat as part of previously approved development plans. Therefore, no additional impacts to biological resources at Sites C, D, E, F and I would be associated with the Western Plateau Preservation Plan.

Changes in land use associated with the Western Plateau Preservation Plan would result in development of Site H and increased density of residential units (0.2 per acre to 1.5 per acre) at Site G.

Vegetation. The proposed land use change at Site H would result in the loss of approximately 6.75 acres of coastal sage scrub. The significance of this impact is discussed under Sensitive Habitats.

Indirect impacts to native plant communities such as alteration of drainage and introduction of invasive landscaping within adjacent undeveloped areas within the Specific Plan 8 and 9 area would occur due to increased density of development,. However, these impacts would be offset by the preservation of Site A, and is considered less than significant.

Special-Status Plant Species. These species are absent from the project sites, based on previous botanical surveys and current conditions. Therefore, no impacts to special status plant species would occur at Sites C, D, E, F, G, H and I.

Sensitive Habitat. The proposed land use change at Site H would result in the loss of approximately 6.75 acres of coastal sage scrub, a sensitive habitat. This impact would be offset by preservation of Site A, and is considered less than significant.

Wildlife. The proposed changes in land use would not substantially alter the direct impact on wildlife as only an additional 6.75 acres of habitat at Site H would be directly impacted. This impact can be considered to be more than offset by the preservation of Site A, and is considered less than significant.

The increase in residential density at Site G is expected to increase the magnitude of indirect impacts to surrounding wildlife habitat. These impacts include the degradation of habitat quality due to noise, night lighting-related mortality, pet-related mortality, invasive plants, human presence, and invasive animal species (Argentine ant, starling, mockingbird). These indirect impacts are considered less than significant due to the relatively low density proposed (1.5 units per acre).

Special-Status Wildlife Species. These species have not been reported from the project sites during previous field surveys. However, Table 5.3-1 indicates that numerous species have the potential to occur on the project sites, if only for brief foraging bouts. However, all but Site H would be developed under existing conditions (previously approved land uses). Remaining wildlife habitat on Site H is very small (a few acres) and isolated from intact habitat. Therefore, it is unlikely to support breeding populations of special-status wildlife species, and impacts to these species would be less than significant.

As discussed under "Impacts to Wildlife", increased density at Site G may also increase indirect impacts to special-status wildlife species. This impact can be considered to be more than offset by the preservation of Site A, and is considered less than significant.

Wildlife Movement Corridors. Previous environmental reports (FEIR No. 148, FSEIR No. 301 and FSEIR No. 303, see page 5.3-1 for full references) determined that development within the Specific Plans 8 and 9 areas would impact wildlife movement since many paths used by terrestrial animals to gain access to foraging and breeding sites located within the Dos Vientos Ranch would be effectively blocked except for previously designated

linkages. However, regional movements would continue relatively unimpeded along the western and northern edges of the area since it was proposed to be preserved as natural open space (City of Thousand Oaks, 1996). To mitigate impacts to wildlife movement, the Dos Vientos Open Space Management Plan (Urban Design Group, 1996) designated wildlife movement corridors that were to be retained within the Specific Plans 8 and 9 areas. These corridors have been permanently preserved within Open Space Planning Units Nos. 23 and 23R (Smith personal communication, September 2001). The proposed project would not result in development within these corridors and would therefore not result in any direct adverse impacts to wildlife movement corridors.

5.3.2.3 Cumulative Impacts

The assessment of cumulative impacts pertaining to development within the entire Specific Plans 7, 8 and 9 areas and the region in general have been addressed in the cited environmental documents covering Specific Plans 7, 8 and 9 (FEIR No. 144, 1981, FEIR No. 269, 1990, EIR No. 148, 1987, FSEIR No. 301, 1994, FSEIR No. 303, 1996 and FSEIR No. 301, 1998).

Preservation of Site A under the Western Plateau Preservation Plan would offset the following impacts identified at other affected Sites:

- The loss of 6.75 acres of coastal sage scrub at Site H would be offset by the preservation of approximately 6 acres of coastal sage scrub within Site A (the remaining 0.75 acre loss is considered less than significant due to the limited acreage and fact that Site H would be surrounded by urban development);
- Loss of special-status wildlife habitat at Site H and degradation of habitat quality in areas surrounding Site G would be offset by the preservation of 191 acres of wildlife habitat at Site A.

All biological impacts associated with the proposed project would be more than offset by the proposed preservation of Site A. Therefore, the project would have a beneficial cumulative impact on biological resources when compared to the cumulative effects of development as previously approved within these areas.

5.3.3 Mitigation Measures

5.3.3.1 Project-Specific

a. Rancho Conejo Specific Plan 7

The proposed change in land use would not result in any additional environmental impacts that were not already identified in the FEIR for Specific Plan 7, MGM Ranch (City of Thousand Oaks, 1981). A Statement of Overriding considerations was made for the loss of vegetative habitat and wildlife resources. The preservation of Site A as open space, as currently proposed, reduces the impacts as identified in the FEIR and can, therefore, be

considered a beneficial impact with respect to biological resources. No mitigation beyond that presented in the FEIR for Specific Plan 7, MGM Ranch is required.

b. Dos Vientos Specific Plans 8 and 9

The FEIR for the Dos Vientos Specific Plans 8 and 9 (City of Thousand Oaks, 1987) and subsequent environmental documents (City of Thousand Oaks, 1994, 1996 and 1998) completed for specific projects within areas including the proposed project Sites C – I provided mitigation measures for identified impacts. The project-specific and cumulative loss of grassland, cumulative loss of coastal sage scrub, project-specific and cumulative loss of wildlife and wildlife habitat and project-specific and cumulative loss of sensitive wildlife species were considered unavoidable impacts associated with the development of the sites under current consideration and Statements of Overriding Considerations were made for these losses.

Loss of coastal sage scrub at Site H and indirect impacts to vegetation and wildlife including special-status wildlife species would occur in areas surrounding Site G. However, these impacts are considered to be offset by the preservation of Site A. No additional mitigation measures beyond those previously required for development of the project sites is required as a result of the proposed project.

5.3.3.1 Cumulative

The discussion of project-specific mitigation also applies to the cumulative scenario.

5.3.4 Residual Impacts

The proposed project would result in a net reduction in the magnitude of impacts to biological resources; therefore, there would be no residual impacts.

5.4 GEOTECHNICAL HAZARDS

The following Section is based upon the following reports and papers: *Final Environmental Impact Report No.144, Specific Plan No. 7* (City of Thousand Oaks, February 20, 1981), *Final Environmental Impact Report Tract 4366V, RPD 88-392, Oak Tree Permit OTP 762, Development Allotment DA 89-1, Development Agreement* (City of Thousand Oaks, 1989) *Environmental Impact Report, Volume III-Special Consultant Studies, Dos Vientos Ranch Specific Plans 8 & 9,* (City of Thousand Oaks, 1984), *Final Environmental Impact Report No. 148, Specific Plan No. 8, Specific Plan No. 9, LU-85-143 and Annexation No. 89* (City of Thousand Oaks, February 9, 1987), *Final Environmental Impact Report No. 269, General Plan Amendment LU 89-180 Specific Plan 7, Amendment No. 3, Amendment No. 1 to Development Agreement with Shapell Industries* (City of Thousand Oaks, 1990), *Final Supplemental Environmental Impact Report No. 301, Dos Vientos Vesting Tentative Tract No.4831* (City of Thousand Oaks, June 27, 1994), *Final Subsequent Environmental Impact Report No. 303,* (City of Thousand Oaks, June 1996), *Final Supplement Environmental Impact Report No. 301, Dos Vientos Ranch Specific Plan No. 8, Tentative Tract Nos. 5073, 5074, 5080, 5094, 5095, and 5096,* (City of Thousand Oaks, June 16, 1998), Preliminary Geotechnical Investigation of Proposed Park site, Dos Vientos, City of Thousand Oaks, California, (Geolabs-Westlake Village, May 8, 2001), *Seismic Refraction Investigation,* (Ryland Associates, Project 01-02-82, Prepared for Geolabs of Westlake Village, April 30, 2001), Preliminary Geotechnical Investigation Tentative Tract 4366 MGM Ranch City of Thousand Oaks (Gorian and Associates, Inc. April 14, 1988) and Report of Geological Investigation Tentative Tract 4831 City of Thousand Oaks Ventura County California (Ehlert, Keith Consulting Engineering Geologist, April 14, 1994). These reports and papers are available for review at the City of Thousand Oaks, Planning Department, 2100 Thousand Oaks Boulevard, Thousand Oaks, California.

5.4.1 Setting

5.4.1.1 Geology

The project site consists of 8 irregularly shaped parcels (A-I) that are located within the Rancho Conejo Specific Plan 7 and Dos Vientos Ranch Specific Plans 8 and 9 areas of the City of Thousand Oaks. These sites are located in the north-western portion of the Santa Monica Mountains, which is in the Transverse Ranges Geomorphic Province of southern California. This province is characterized by east-west trending ranges and valleys, many of which are bounded by faults.

Based upon the findings of the sources cited above, the project sites are underlain by Miocene-aged rocks of the marine Topanga formation and Conejo Volcanics. Within the Specific Plan 7 area, Quaternary aged alluvial deposits underlie much of the area. Other surficial deposits present on-site include artificial fill and recent alluvial, colluvial, and landslide deposits (Gorian and Associates, 1988). Soil overlies or mantles alluvium except along the bottom of stream channels and covers bedrock in most places where slopes are less than 1 ½ to 1 (horizontal to vertical) (City of Thousand Oaks, 1981).

Within the Specific Plan 8 and 9 areas colluvial and alluvial soils overlie weathered volcanic bedrock. The alluvial soils were described as variable ranging from clayey silty sand to sandy silty clay to clayey sand (City of Thousand Oaks, 1998). Colluvium was documented to consist of moist, medium dense to dense or very stiff to hard silty sand, clayey sand and sandy clay.

5.4.1.2 Seismicity

Southern California is a seismically active area that has experienced earthquake-induced ground shaking. In recent years, grading projects in the region have encountered evidence that many of the local faults and folds are active. The evidence for recent activity includes apparent scarps in late Pleistocene to Holocene alluvial deposits and youthful geomorphic features such as linear mountain fronts.

Earthquakes are characterized by magnitude, which is a quantitative measure of the strength of the earthquake based on the energy released during a seismic event. The intensity of an earthquake is an indirect measurement of ground motion at a particular site and is affected by the earthquake magnitude, the distance between the site and the hypocenter (the location on the fault at depth where the energy is released), and the geologic conditions underlying the site. Intensity, which is often measured by the Mercalli scale, generally increases with increasing magnitude and decreases with increasing distance from the hypocenter. Intensity generally is greater in areas underlain by poorly consolidated loose sediments relative to sites underlain by competent rock. Topography may also affect the intensity of an earthquake from one site to another. Topographic effects such as steep sided ridges or slopes may result in a higher intensity than at sites located in relatively flat-lying areas. Seismicity maps reviewed by Arrow Engineering do not show any recorded concentrations of seismic activity at or near the project sites. In fact, according to these maps, historic seismic activity has been relatively non-existent in the project area (City of Thousand Oaks, 1996).

The only major fault that transverses the site area is the inactive Conejo fault, located within the north-eastern region of the Dos Vientos Specific Plans 8 and 9 areas (crosses Sites D and H and approaches G). An additional inactive unidentified fault was shown as transecting the south-eastern corner of the Rancho Conejo Specific Plan 7 (City of Thousand Oaks, 1981). Investigations of this fault indicated that the features do not offset terrace deposits, and the faulting appears to be related to tectonic slippage along bedding during folding rather than to a significant regional fault (City of Thousand Oaks, 1981). Ehlert (1994) noted a lineament which was identified as a bedrock fault identified as L-1 within the Vesting Tentative Tract 4831 site area which includes Site I of the current project. Based upon criteria established by the State of California Division of Mines and Geology, the L-1 fault is not considered active. However, the City of Thousand Oaks Seismic Safety Element defines a potentially active fault as one which has moved in the last 2 to 3 million years, but not proven by direct evidence to have moved in the past 11,000 years. The L-1 fault meets this definition as a potentially active fault (City of Thousand Oaks, 1994). Based upon mapping in Ehlert (1994), the L-1 fault appears to cross the middle of Site I from east to west as a moderately expressed lineament.

The most significant active faults from a potential ground-shaking standpoint at the project sites include the Malibu Coast fault and San Andreas fault located about seven miles south and approximately 42 miles northeast of the Specific Plan 8 and 9 areas respectively. The Malibu Coast fault is believed capable of generating a magnitude 6 ½ to 6 ¾ (Richter) earthquake. The San Andreas fault is considered capable of generating a maximum credible earthquake of magnitude 8+ (Richter) (City of Thousand Oaks, 1998). Extensive discussion of area faults can be found within the documents referenced above.

The groundshaking produced during an earthquake can result in a number of potentially damaging phenomena classified as secondary earthquake effects. These secondary effects may include ground rupture, ground lurching, landslides, liquefaction, lateral spreading,[1] and seismically-induced settlement. Large earthquakes can also trigger small to large landslides.

5.4.1.3 Site-Specific Geotechnical Hazards

This section summarizes the geotechnical constraints that have been identified for the project sites.

a. Rancho Conejo Specific Plan 7. Because Site A would be preserved as open space, this section describes conditions primarily at Site B. This area was identified as having an intermediate constraint of thin terrace material over bedrock which could require blasting if excavation is extensive. Slope stability and landslides were identified as major constraints for the Specific Plan areas, but not for the proposed project sites. Minor constraints were identified as including: older, poorly compacted artificial fill, loose alluvial or colluvial deposits, expansive soils, seepage and boulder disposal (City of Thousand Oaks, 1981). Secondary earthquake hazards such as liquefaction, seismically-induced settlement, or differential compaction, tsunami, seiches and flooding from dam failures are not hazards inherent to the site (Gorian and Associates, Inc., 1988).

b. Dos Vientos Specific Plans 8 and 9. Blasting was identified as a potential requirement for all of the areas where deep excavation is required. Additionally, seepage was identified as potential hazard. The potential for liquefaction was determined to be low to non-existent and there were no identified slope stability or landslide problems (City of Thousand Oaks, 1987).

EIR No. 303 (City of Thousand Oaks, 1996) which covered, but was not limited to Sites G and I stated that the alluvial soils and artificial fills are subject to consolidation. Alluvium/colluvium was also identified as being highly expansive. Additionally, a moderately high erosion potential for alluvial, colluvial and terrace deposits was identified.

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[1] Liquefaction can occur in saturated, loose, granular soils during strong ground shaking, if excess hydrostatic pore pressure develops due to the inability of the soil to drain rapidly. Liquefaction potential generally increases when the soil is loose and the depth to groundwater is shallow (i.e., within about 50 feet of the ground surface or less).

EIR No. 301 (City of Thousand Oaks, 1994) which covered but was not limited to site I identified expansion of alluvium/colluvium, seepage and erosion as site constraints.

EIR No. 301 (City of Thousand Oaks, 1998) evaluated development on sites C, D, E, F and H as well as other sites. No geotechnical hazards that had not been identified for the Sites in the EIR prepared for Specific Plans 8 and 9 in 1987 were identified.

5.4.2 Impact Analysis

5.4.2.1 Impact Assessment Methodology and Significance Thresholds

The potential impacts of the proposed project were assessed based upon a review of the sources cited above. According to the City of Thousand Oaks criteria for evaluating a significant environmental impact, a potentially significant geologic impact would result if the project exposes people or structures to major geologic hazards and/or permits development in areas of unstable geologic conditions that pose a threat to public safety, or conflicts with any federal, state, local policy, or regulation standard.

5.4.2.2 Project-Specific Impacts

a. Rancho Conejo Specific Plan 7

Given that development site A is being proposed for open space, the following impacts are only applicable to the development changes proposed for site B, the addition of 19 single-family residential units.

Seismic Groundshaking. Structures will be designed and constructed according to the Uniform Building Code (UBC) requirements for the appropriate seismic zone set by the County in order to protect development. Impacts were determined to be less than significant for the approved land use and would remain less than significant for the proposed project.

Settlement. Settlement of poorly compacted soils could result in damage to buildings and infrastructure. This was previously identified as a potentially significant impact ~~and will remain so~~.

Seepage/Drainage. In development of Site B, there is a possibility that seepage could occur based on rising groundwater levels. This is a significant impact that would also occur with with the proposed development.

Expansion. The bedrock under Specific Plan 7 is relatively dense and is not susceptible to significant collapse or compression. However, surficial soils are considered moderately to highly expansive, and susceptible to collapse and compression. Expansive soils can cause damage to structures by cracking, uplifting (heaving), and buckling their foundations (City of Thousand Oaks, 1996). This is a significant impact that would occur with development as approved and would also exist with the currently proposed development.

Excavation. Site B has already been graded, and is expected to only require minimal additional excavation to accommodate the proposed development. No blasting impacts are anticipated at the site.

Erosion. Although not identified in the previous EIR for Specific Plan 7, the erosion potential for onsite alluvial, colluvial, and terrace deposits are considered to be moderate to high, and may also be susceptible to piping. This impact would be significant for development as approved or as currently proposed. However, the project must comply with the local requirements of the Ventura Countywide Stormwater Quality Management Program, NPDES Permit No. CAS004002. Under this permit the project applicant is required to develop, implement and submit for approval a Stormwater Pollution Control Plan (SWPCP) to the Ventura County Flood Control District (VCFCD). Conformance with this permit should reduce impacts to stormwater due to short-term construction related erosion of soils to a less than significant level. Long-term erosion may remain significant.

b. Dos Vientos Specific Plans 8 and 9

Ground Surface Rupture Due to Fault Movement. The L-1 fault has been classified as potentially active in FEIR No. 301 (City of Thousand Oaks, June 27, 1994). Potentially active faults may be required, at the discretion of the Building Official, to have studies performed that will meet state requirements. State requirements are for no construction across a potentially active fault and a minimum setback of 50 feet from such faults, unless approved by a registered geologist. A setback of 20 feet from the L-1 fault zone (the outermost zone of secondary faults and pervasively fractured rock adjacent to the main fault) is recommended by Ehlert (1994), but the actual width of the setback zone is proposed to be determined during field grading.

Seismic Groundshaking. Structures will be designed and constructed according to the Uniform Building Code (UBC) requirements for the appropriate seismic zone set by the County in order to protect development. Impacts were determined to be less than significant for the approved land uses for all of the sites except Site I as described as part of the analysis presented for Vesting Tentative Tract 4831 (City of Thousand Oaks, 1994). In the 1994 EIR, seismic shaking was determined to be potentially significant. With the proposed changes in land uses at the affected sites (C, D, E, F, G and H) impacts would remain the same as previously evaluated.

Excavation. Most of the sites have already been graded, and are expected to only require minimal additional excavation to accommodate the proposed development with the exception of Sites G and H. Due to the nature of the underlying bedrock, development of these sites may require blasting in order to excavate the site areas. This impact would be potentially significant for development as approved or as currently proposed.

Erosion. No landslides or evidence of other mass wasting phenomena were identified within or affecting the project site (City of Thousand Oaks, 1998). However, the erosion potential for onsite alluvial, colluvial, and terrace deposits is considered to be moderate to high, and may be susceptible to piping, especially when surface water is allowed to flow freely over

their surface (City of Thousand Oaks, 1994, 1996). This impact would be significant for development as approved or as currently proposed.

Expansion. The bedrock under the sites is relatively dense and is not susceptible to significant collapse or compression. However, the surficial soils are considered moderately to highly expansive, and susceptible to collapse and compression. Expansive soils can cause damage to structures by cracking, uplifting (heaving), and buckling their foundations (City of Thousand Oaks, 1996). This impact would be significant for development as approved or as currently proposed.

Seepage/Drainage. In development of the Specific Plan 8 and 9 sites, there is a possibility that seepage could occur based on rising groundwater levels and due to the fractured nature of the bedrock encountered within the northern portion of the Specific Plan areas, seepage could occur if rock cuts are made after heavy or prolonged periods of rain (City of Thousand Oaks, 1998). This is a significant impact that would occur with development as approved and would also exist with the currently proposed development.

Settlement. During seismic shaking, settlement can occur. Hydroconsolidation occurs when dry or moist soils undergo settlement upon being wetted. Settlement of compressible materials caused by improvement of the project site could cause damage to the structures built on these materials. Additionally, settlement of poorly compacted soils could result in damage to buildings and infrastructure. Settlement impacts would be significant for development as approved or as currently proposed.

5.4.2.3 Cumulative

The geologic conditions previously encountered in prior studies remain consistent with current conditions. Therefore, no cumulative impacts would result from the proposed changes to sites A-I.

5.4.3 Mitigation Measures

5.4.3.1 Project-Specific

As indicated in EIR No. 301 for Sites C, D, E, F and H, the principle mitigation measure incorporated into the project evaluated was the siting of residential and commercial land uses in the lowland areas of the properties that tend to have few geotechnical constraints (City of Thousand Oaks, 1998). This statement holds true for all of the proposed project sites under the approved and currently proposed plans.

a. Rancho Conejo Specific Plan 7

Implementation of the mitigation presented in the EIR for Specific Plan 7, MGM Ranch (City of Thousand Oaks, 1981) requiring site-specific geotechnical evaluation and implementation of remedial measures (e.g., excavation and recompaction of poorly compacted soils, etc.) was determined to reduce identified impacts to less than significant. The same measure would apply to the development of Site B under the current proposal and would reduce all impacts for Site B to less than significant.

b. Dos Vientos Specific Plans 8 and 9

The FEIR for the Dos Vientos Specific Plans 8 and 9 (City of Thousand Oaks, 1987) states that the general conclusion of the geologic reports prepared for the areas is that there are no substantial geologic constraints to land planing and that all potential impacts can be mitigated through the application of existing standards within the Building Code, Grading Ordinance, or at the project design level when more studies are done. Specific mitigation measures from the referenced geotechnical reports were identified. Subsequent environmental documents (City of Thousand Oaks, 1994, 1996 and 1998) done for specific projects within areas including the proposed project Sites C – I provided additional recommendations for mitigation based upon project-specific geotechnical studies prepared for those projects. Assuming that project-specific geotechnical evaluations are completed for all of the currently proposed projects as required by previously approved mitigation and that recommendations presented in such reports are implemented, all geotechnical hazard impacts should be reduced to a less than significant level for development as previously approved and as currently proposed.

The following text generally describes the types of mitigation measures previously adopted for the project sites.

GH1 Ground Surface Rupture Due to Fault Movement. Setbacks for habitable structures are recommended as well as additional field verification of the fault location and location of the fault on as-built mapping to be provided to the City.

GH2 Erosion. Native vegetation should be planted on all slopes in order to prevent erosion. Temporary erosion control devices such as debris basins and sand bag diversion bars shall be constructed during development as required by current grading codes. Controlling the amount of surface runoff and irrigation, as well as controlling the burrowing rodent population will mitigate these impacts to a less than significant level.

GH3 Excavation. In order to ensure safety prior to the initiation of blasting, a registered geophysicist shall evaluate the blasting plan and monitor the operation. Placement of backfill should be monitored by a geologist and any conditions of concern should warrant further mitigation. No adverse impacts have been found to be

associated with short-term blasting where conducted and monitored by professionals (City of Thousand Oaks, 1996).

GH4 Expansion. By implementing methods identified in the City of Thousand Oaks FSEIR dated June 1996, such as select grading, pre-saturation of soil beneath the foundations prior to placement of concrete, construction of deepened footings, and post-tensioned slabs, the impacts associated with expansion would be mitigated to a less-than-significant level.

GH5 Seepage/Drainage. Positive drainage should be established to prevent uncontrolled or sheet flow over manufactured slopes. Recommendation is that water be directed to the street or other non-erosive drainage devices. Fine-grade fills placed should be compacted in order to retard infiltration of surface water (Ryland, 2001). Installation of subdrains and overexcavation of identified materials has also been recommended (City of Thousand Oaks, 1996, 1998).

GH6 Settlement. Recommendations made include complete removal of all surficial and alluvial soils to bedrock prior to placing fill, (Ryland, 2001) as well as recompaction of dry alluvial deposits, colluvial soils, and existing artificial fills during grading activities on the site. (City of Thousand Oaks, 1994, 1996).

5.4.3.2 Cumulative

No mitigation is required.

5.4.4 Residual Impacts

Implementation of the mitigation measures previously identified would reduce all impacts to a less than significant level.

5.5 TRAFFIC

The following Section is based upon the *Western Plateau Preservation Plan City of Thousand Oaks, California, Traffic and Circulation Study* (Traffic Study) (October 2001), prepared by Associated Transportation Engineers (ATE). The Traffic Study in its entirety, including technical appendices is presented as appendix to this report.

5.5.1 Setting

The Specific Plans 7, 8 and 9 area is served by a network of highways, arterial streets and collector streets, as illustrated by Figure 5.5-1. The following text provides a brief discussion of the major components of the traffic analysis "study-area" street network. The description of the existing street system is provided to orient the reader to the street network that would be affected by the project.

U.S. Highway 101 (Ventura Freeway) provides regional access to the project area via interchanges at Wendy Drive, Rancho Conejo/Borchard Road, Ventu Park Road and Lynn Road. Within the study-area, U.S. Highway 101 is a 6-lane freeway.

Rancho Conejo Boulevard, located north of the U.S. Highway 101, is a 6-lane road with a two-way left turn lane. It extends north of U.S. Highway 101 and ends at the Municipal Service Center, serving the commercial and residential area north of the freeway. Within the study area, Rancho Conejo Boulevard is signalized at the U.S. Highway 101 Northbound Ramps intersection, which was recently improved. The Lawrence Drive/Rancho Conejo Boulevard intersection is controlled by stop signs on Lawrence Drive. The posted speed limit is 40 mph.

Borchard Road, located south of the U.S. Highway 101, is a 4-lane divided roadway, which extends north of Via Las Brisas and turns eastward to Michael Drive. From Michael Drive, the road extends north as a 5-lane road to U.S. Highway 101, where it becomes Rancho Conejo Boulevard. All Borchard Road intersections within the study-area are signalized, except the Via Las Brisas/Borchard Road intersection, which is controlled by stop signs on Borchard Road. The City is in the process of improving the U.S. Highway 101 Southbound Ramps/Borchard Road intersection.

Lynn Road is a four-lane divided road extending easterly from Rancho Dos Vientos Drive, with a posted speed limit of 45 mph. It connects the residential areas north of Rancho Sierra Vista with downtown Thousand Oaks. North of U.S. Highway 101 it turns into Olsen Road. All intersections west of Wendy Drive and including the Wendy Drive intersection are controlled by stop signs. All studied intersections east of Wendy Drive are signalized.

Ventu Park Road extends from Lynn northwards over U.S. Highway 101, intersects with West Hillcrest Drive, and continues north to Rancho Conejo Boulevard. The speed limit in the study area is 40 mph. Both the northbound and southbound ramp intersections at U.S. 101 and Ventu Park Road are signalized.

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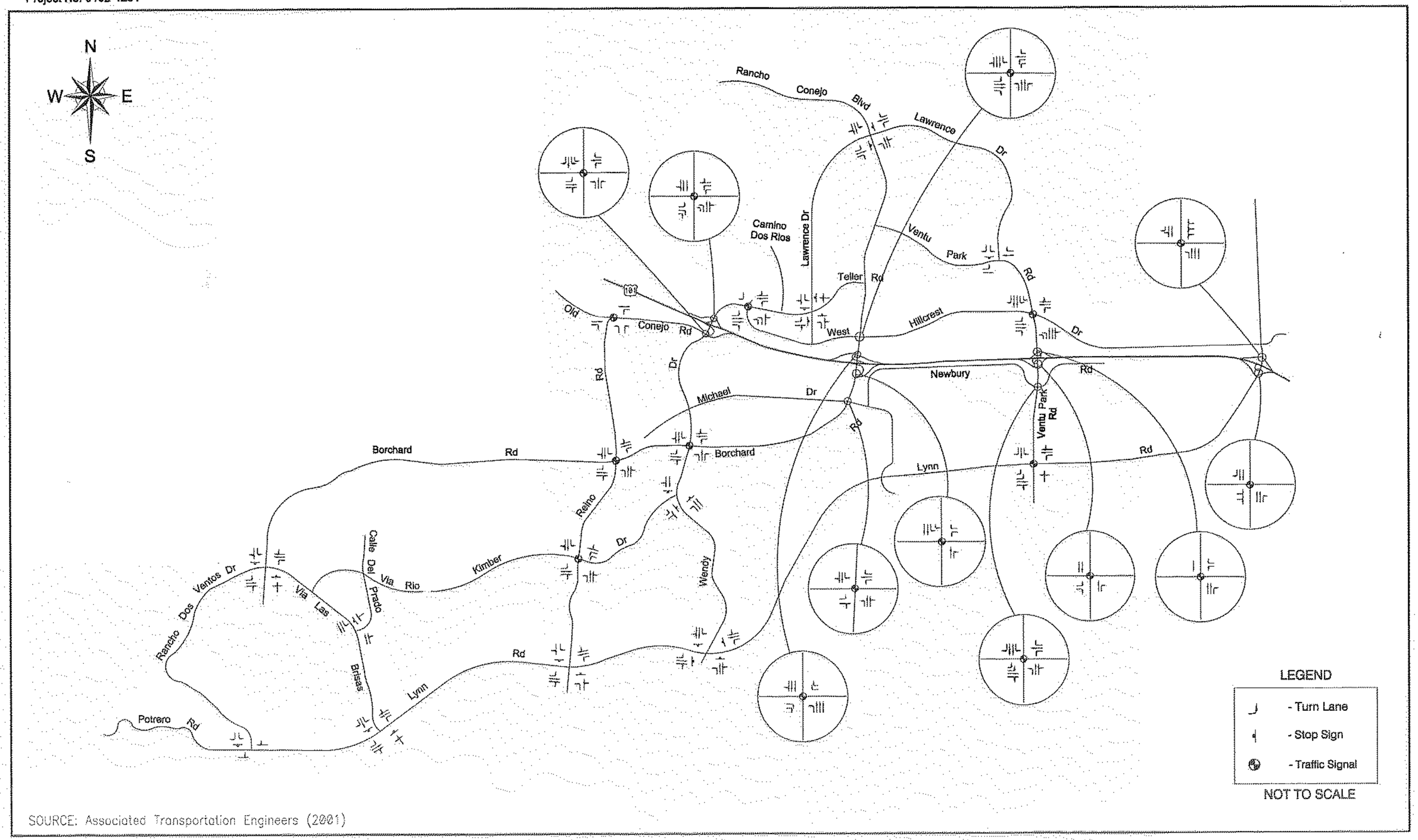

SOURCE: Associated Transportation Engineers (2001)

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

EXISTING STREET NETWORK
FIGURE 5.5-1

West Hillcrest Drive is an east-west 4-lane arterial roadway within the study-area, serving light industrial and commercial use. All studied intersections are signalized.

Wendy Drive is a 2- and 4-lane standard secondary road extending south from U.S. Highway 101 through the Newbury Park area, turning into West Potrero Road at the southern City boundary. The Kimber Drive and Lynn Road intersections are controlled by stop signs and the Borchard Road intersection and the Wendy Drive/U.S. Highway 101 interchange are signalized.

Via Las Brisas extends north of Lynn Road, turning into Rancho Dos Vientos Drive at the Borchard intersection. This 4-lane divided road serves the Dos Vientos area, which is mostly under construction, connecting it through Lynn Road and Borchard Road to the commercial uses in Newbury Park and to U.S. Highway 101. All intersections are controlled by stop signs.

Rancho Dos Vientos extends north of Lynn Road connecting to Via Las Brisas at the Borchard intersection. The road is currently unmarked within the construction area which starts several hundred yards north of the Lynn Road intersection. At the Borchard intersection the road is wide enough to provide for 4 lanes.

As described in the Impact Criteria and Methodology Section below, the potential effects of the combined land use changes proposed under the Western Plateau Preservation Plan were first quantified by comparing their traffic generation potential and measuring the changes that the project would create at key roadways and intersections in the study-area. The results show that the proposed project would generate less traffic than is currently approved for Specific Plans 7, 8, and 9.

Existing volumes are not presented in this EIR because they are not a good indication of future traffic patterns. The existing volumes and patterns are affected by construction traffic, turn restrictions, planned improvements to the transportation network, model homes with significant marketing/home sales activities, as well as the fact that there are existing trips to/from the Dos Vientos Ranch that will be captured within the ranch after development of its schools and commercial uses.

5.5.2 Impact Analysis

5.5.2.1 Impact Assessment Methodology and Significance Thresholds

a. Significance Thresholds. The City's traffic impact thresholds were used to assess the significance of the traffic impacts generated by the Western Plateau Preservation Plan. These thresholds are listed below.

Level of Service Criteria

"Level of Service (LOS) C must be maintained at all City intersections, with the exception of Rancho Conejo Boulevard at Hillcrest Drive, at which LOS D is acceptable.

If the review of the project area, both with and without the project, indicates that a location is currently not operating at the Design LOS, or may operate at worse than the Design LOS in the future, a "deficiency plan" is required. A deficiency plan will be prepared for a roadway segment or intersection when the LOS drops below the Design LOS with or without the project for all intersections considered. A significant impact is defined as an increase in the V/C (volume/capacity) ratio of two percent (2%) or more for any intersection at or below the Design LOS.

The deficiency plan will identify the mitigation needed to maintain the intersection at LOS C or better with area wide growth and project traffic."

b. Methodology. Since all of the various applications are for the proposed project to be processed concurrently and are inter-dependent, the net change in traffic levels generated by the combined action were determined for each of the study-area intersections. Trip generation for the land uses proposed under the Western Plateau Preservation Plan as well as the currently approved land uses were first calculated. These two sets of traffic volumes were then assigned to the study-area intersections and the net change in traffic resulting for the combined action was determined for each intersection. The V/C ratio changes were then calculated for each intersection assuming the net change in traffic resulting for the combined action.

Pursuant to the City's thresholds, for intersections where the net traffic change results in a Volume-to-Capacity ratio increase of 2% or more (V/C 0.02) the impact is considered potentially significant and mitigation measures are required. For locations where the V/C increase is less than 0.02 the impact is considered insignificant. For locations where the V/C is reduced the impact is considered beneficial. This impact methodology serves as a "sensitivity tool" to determine if the project has the potential to generate significant impacts, whether it is measured against existing traffic levels, buildout traffic levels, or some interim year.

5.5.2.2 Project-Specific Impacts

a. Project Trip Generation. Trip generation estimates were calculated by ATE using the Institute of Transportation Engineers (ITE) trip generation report, the San Diego Association of Governments trip generation report, and parameters in the certified EIRs previously completed for the various projects pertaining to the current project sites for consistency. A table showing the trip generation sources, ADT and peak hour trip generation estimates for the

1 Trip Generation, Institute of Transportation Engineers, 6th edition, November 1997.

various components of the project is included in the Technical Appendix of the Traffic Study (see Appendix).

The trip generation for the land uses proposed under the Western Plateau Preservation Plan are shown in Table 5.5-1 below. Table 5.5-2 shows the trip generation for the land uses that were previously approved. Table 5.5-3 summaries the net change in trip generation that would result from the project.

Table 5.5-1. Trip Generation - Proposed Land Uses

SITE	Land Uses	ITE Land Use Code	Size	ADT	A.M. Peak Hour		P.M. Peak Hour	
					Enter (%)	Exit (%)	Enter (%)	Exit (%)
A	open space	NA[a]	191 Acres	0	0	0	0	0
B	low density housing	210	94 SFD	900	18(25)	53(75)	60(64)	34(36)
C	element. school	NA[b]	600 students	600	60(66)	30(33)	6(33)	12(66)
	middle school	522	4.5 Acres (300 students)	226	79(57)	59(43)	23(48)	25(52)
D	med. density housing	221 230	128 Mkt. Apts. 171 Condos	844 1,002	12(20) 12(17)	48(80) 62(83)	49(66) 62(67)	25(34) 30(33)
E	shop. center	820	51,600 SF	2,215	32(61)	21(39)	93(48)	100(52)
	YMCA	495	18,400 SF[c]	421	16(66)	8(34)	11(34)	21(66)
F	low density housing	210	7 SFD	67	1(25)	4(75)	4(64)	3(36)
G	very low density housing	NA[b]	69 SFD	828	13(19)	53(81)	46(65)	25(35)
H	dev. park	SANDAG	4.5 Acres	225	5(50)	4(50)	9(50)	9(50)
I	very low density housing	NA[b]	3 SFD	36	1(20)	2(80)	2(65)	1(35)
			Totals	7,590	633		693	

(a) Existing Open Space - 0 Trip Generation.
(b) Trip Rates derived from VTT 4831 Trip Generation (FSEIR #301).
(c) Total site size 2 acres.
SANDAG trips rates derived from the San Diego Association of Governments Trip Generators Manual.

Table 5.5-2. Trip Generation - Previously Approved Land Uses

SITE	Land Uses	ITE Land Use Code	Size	ADT	A.M. Peak Hour		P.M. Peak Hour	
					Enter (%)	Exit (%)	Enter (%)	Exit (%)
A	very low density housing	NA[a]	147 SFD	1,764	28(20)	113(80)	99(65)	53(35)
	dev. park	SANDAG	7 Acres	350	7(50)	7(50)	14(50)	14(50)
B	low density housing	210	75 SFD	718	14(25)	42(75)	48(64)	27(36)
C	dev. park	SANDAG	4.5 Acres	225	5(50)	4(50)	9(50)	9(50)
	element. school	NA[a]	600 Students	600	60(66)	30(33)	6(33)	12(66)
D	high density housing	221 253 253	75 Aff. Apts. 150 Sr. Aff. Apts. 125 Sr. Mkt. Apts.	494 522 435	7(20) 6(63) 6(63)	28(80) 4(37) 3(37)	29(66) 9(59) 7(59)	15(34) 6(41) 5(41)
E	shop. center	NA[a]	9.2 Acres	11,040	265(60)	177(40)	607(50)	607(50)
F	day care	565	50 students	226	21(53)	19(47)	20(47)	23(53)
G	very low density housing	NA[a]	9 Rancho Est.	108	2(20)	7(80)	6(65)	3(35)
H	open space	NA[b]	4.5 Acres	0	0	0	0	0
I	equest. center	NA[c]	8.7 Acres	44	3	0	3(70)	1(30)
			Totals	**16,526**	**858**		**1,632**	

(a) Trip Rates derived from Dos Vientos Specific Plan Trip Generation (FSEIR #301).
(b) Existing Open Space - 0 Trip Generation.
(c) Trip Rates derived from VTT 4831 Trip Generation (FSEIR #301).
SANDAG trips rates derived from the San Diego Association of Governments Trip Generators Manual.

Table 5.5-3. Net Change in Traffic Generation

Trip Type	ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Uses	7,590	633	693
Approved Uses	16,526	858	1,632
Net Change in Traffic Generation	**-8,936**	**-225**	**-939**

As shown in Table 5.5-3, the uses proposed under the Western Plateau Preservation Plan are forecasted to generate 7,590 ADT, 633 A.M. peak hour trips, and 693 P.M. peak hour trips; while the uses that were previously approved would generate 16,526 ADT, 858 A.M. peak hour trips, and 1,632 P.M. peak hour trips. The change in traffic as a result of the project will be a reduction of 8,936 ADT, 225 A.M. peak hour trips, and 939 P.M. peak hour trips.

The land uses proposed at the commercial center within the Dos Vientos Ranch (Site E) will result in a major reduction in traffic, as compared to what was analyzed in the previous EIRs and what is allowed under the existing Specific Plans. The previous EIRs forecasted future volumes, analyzed impacts and identified mitigations for the commercial center assuming a trip generation of 11,040 ADT. Since specific uses on the commercial site were not defined at that time, the traffic generation for the site was estimated using the maximum allowed buildout and a very conservative generic rate applied to the size of the parcel (1,200 trips per acre x 9.2 acres = 11,040 ADT). The current proposal for the commercial site includes a development plan with less intense and defined uses that include commercial, office, and a YMCA with daycare facilities. Trip generation for these defined uses was calculated using the standard ITE rates for the proposed building sizes, resulting in a trip generation of 2,862 ADT. Thus, the currently proposed uses at the commercial site will result in a reduction of 8,200 ADT from what was previously forecasted (2,862 ADT currently proposed minus 11,040 ADT previously approved = reduction of 8,178 ADT). This reduction more than offsets the currently proposed changes in the housing and school uses proposed in that area under the Western Plateau Preservation Plan Project.

b. Project Trip Distribution and Assignment. Traffic generated by each component of the project was distributed to the area street network. Distribution and assignment of traffic generated by each of the project components was determined based on the location of each site in relation to the street network, its access to the street network, existing and future traffic flow patterns, travel times to and from trip origins and destinations, as well as the location of the commercial, employment and residential attractors in the area. Figures showing the distribution and assignment pattern for each of the components of the plan are included in the Technical Appendix of the ATE Traffic Study which is provided as an appendix to the EIR.

Figure 5.5-2 shows the net change in traffic levels that would occur on the area street network as a result of the combined action; and Figures 5.5-3 and 5.5-4 show the net change in traffic during the A.M. and P.M. peak hour periods at the area intersections. Potential impacts related to the changes in traffic levels that would occur on the study-area street network as a result of the combined action and the traffic changes in the vicinity of each site are discussed in the ATE Traffic Study (Appendix D of this report)..

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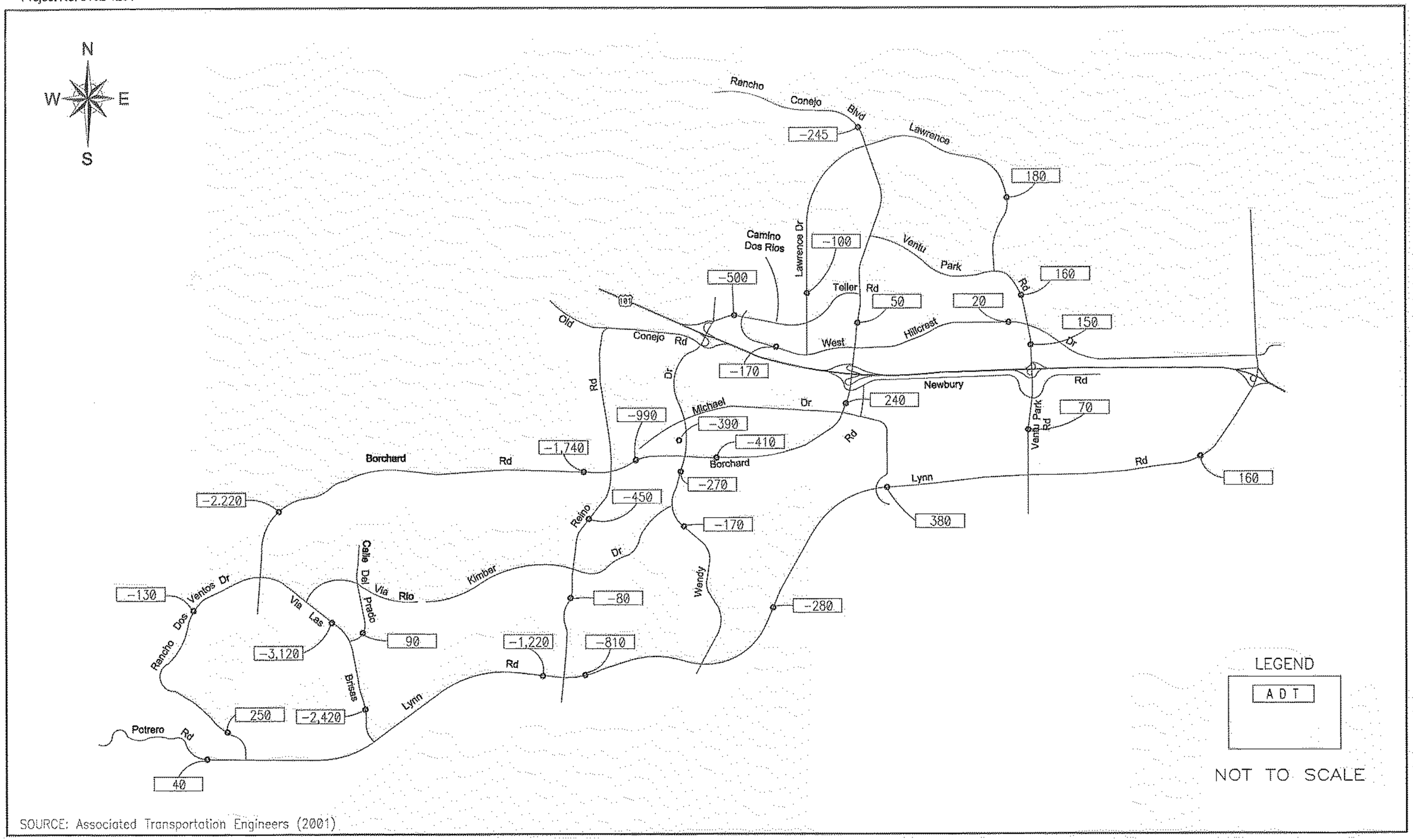
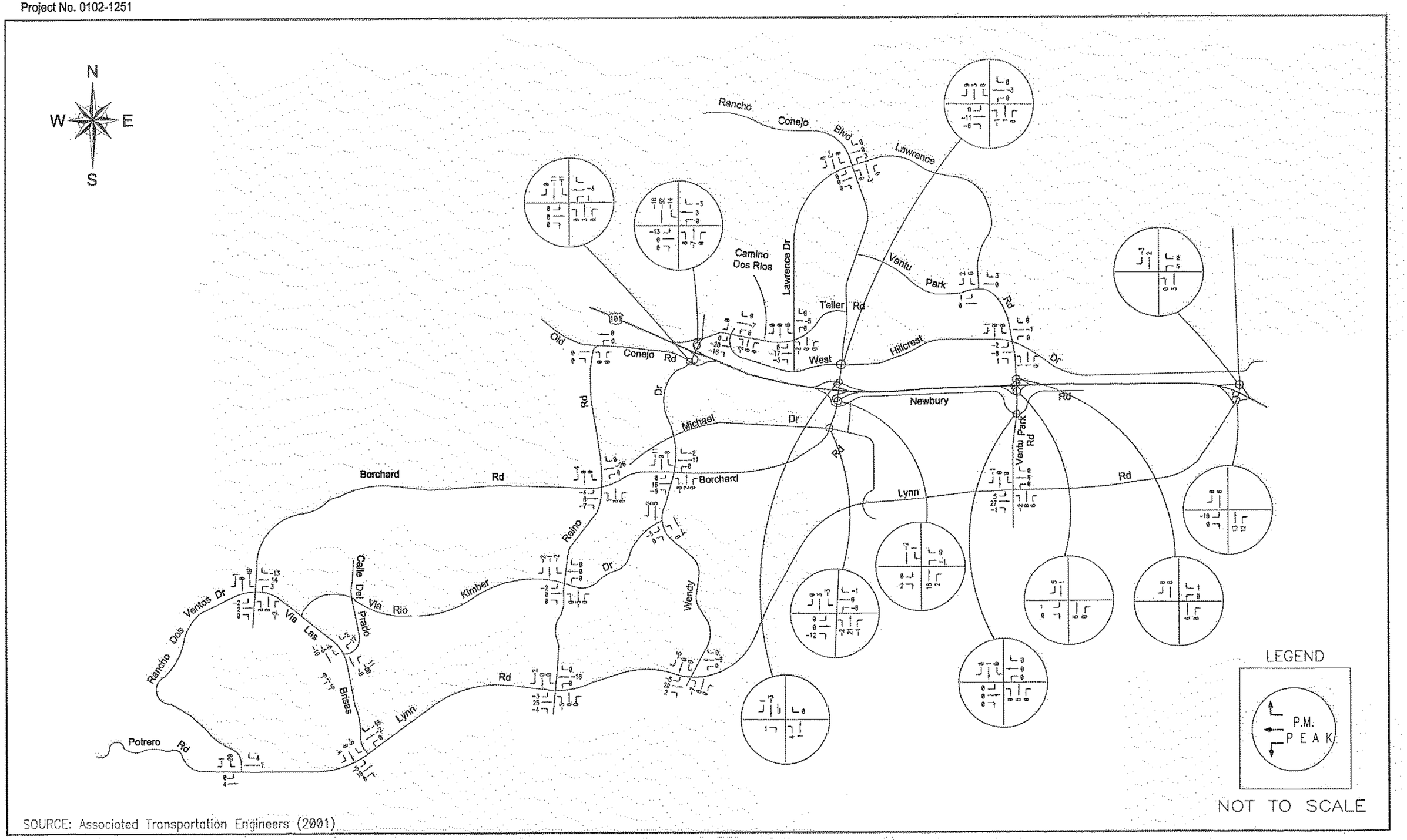


SOURCE: Associated Transportation Engineers (2001)

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

WESTERN PLATEAU PRESERVATION PLAN - ADT VOLUMES
FIGURE 5.5-2



SOURCE: Associated Transportation Engineers (2001)

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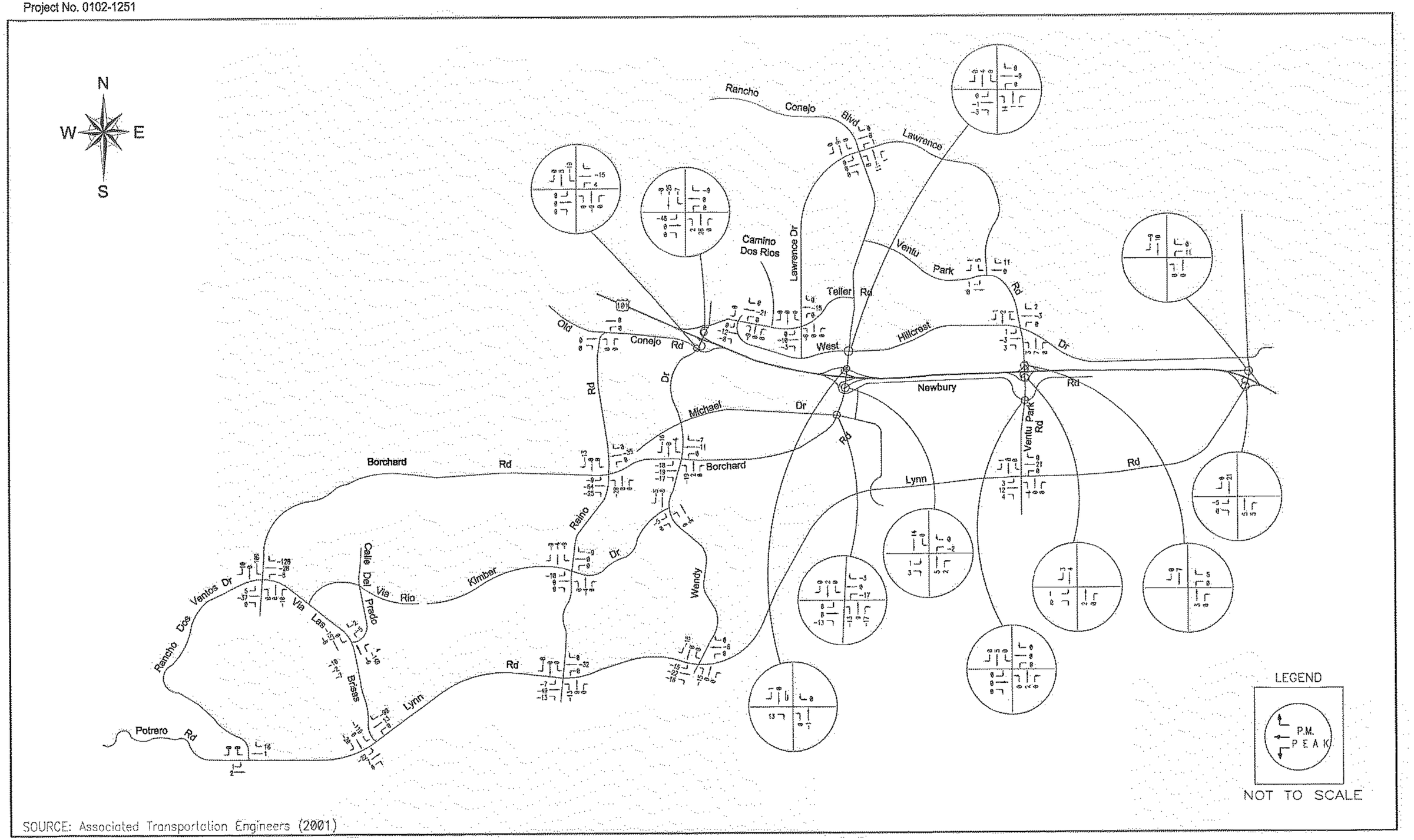
WESTERN PLATEU PRESERVATION PLAN - A.M. PEAK HOUR VOLUMES
FIGURE 5.5-3



SOURCE: Associated Transportation Engineers (2001)

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WESTERN PLATEAU PRESERVATION PLAN - P.M. PEAK HOUR VOLUMES
FIGURE 5.5-4

5.5.2.3 Cumulative Impacts

The above analysis found that the net change in traffic that would be generated by the Project would be insignificant or beneficial. These net changes would occur whether measured against existing conditions, Specific Plans 7, 8 and 9 buildout conditions, or some other interim year. Thus, potential impacts under buildout conditions will be insignificant or beneficial. The change in buildout traffic levels that would be generated by the combined action would be insignificant or beneficial.

5.5.3 Mitigation Measures

5.5.3.1 Project-Specific

No new impacts were identified. Therefore, no mitigation is required.

5.5.3.1 Cumulative

No new impacts were identified. Therefore, no mitigation is required.

5.5.4 Residual Impacts

Impacts would all be less than significant.

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5.6 NOISE

This Section is based in part on a review of the following documents: *Final Environmental Impact Report No.144, Specific Plan No. 7* (City of Thousand Oaks, February 20, 1981), *Environmental Impact Report, Volume III-Special Consultant Studies, Dos Vientos Ranch Specific Plans 8 & 9,* (City of Thousand Oaks, 1984), *Final Environmental Impact Report No. 148, Specific Plan No. 8, Specific Plan No. 9, LU-85-143 and Annexation No. 89* (City of Thousand Oaks, February 9, 1987), *Final Supplemental Environmental Impact Report No. 301, Dos Vientos Vesting Tentative Tract No.4831* (City of Thousand Oaks, June 27, 1994), *Final Subsequent Environmental Impact Report No. 303, VTT 4963, Amendment No. 3 to Specific Plan No. 9* (City of Thousand Oaks, 1996) *Final Environmental Impact Report No. 255, Tract 4366V,* (City of Thousand Oaks, 1989), Noise Element Thousand Oaks General Plan (City of Thousand Oaks, September 1987) Dos Vientos Ranch Noise Survey Report (Acoustical Analysis Associates, Inc., February 26, 2001) and a letter report Dos Vientos Ranch Internal Traffic Noise Analysis prepared by Acoustical Analysis Associates, Inc. (October 18, 2001). These documents are available for review at the City of Thousand Oaks, Planning Department, 2100 Thousand Oaks Boulevard, Thousand Oaks, California.

5.6.1 Setting

5.6.1.1 Characteristics of Noise

Noise is any unwanted sound, or sound which is undesirable because it interferes with speech and hearing, or is intense enough to cause damage to hearing, or is otherwise annoying. Noise levels are measured on a logarithmic scale because of physical characteristics associated with noise transmission and reception. A doubling of noise energy normally results in a 3.0 decibel (dB) increase in noise levels. Because of the structure of the human auditory system, a 10 dB increase in noise is required to perceive a doubling of noise. A 1- to 2-dB change in ambient noise levels is generally not perceptible to sensitive receptors.

Noise levels diminish (or attenuate) as distance from the source increases based upon an inverse square rule, but the rate constant varies with the type of sound source. Sound attenuates from point sources, such as an industrial facility, at a rate of 6 dB per doubling of distance. Heavily traveled roads with few gaps in traffic behave as continuous line sources with an attenuation rate of 3 dB per doubling of distance. Otherwise, roads typically have an attenuation rate of 4.5 dB per doubling of distance.

The duration of noise and the time period at which it occurs are important factors in determining the impact of noise of sensitive land uses. Noise is more disturbing at night than during the day and noise indices have been developed to account for the varying duration of noise events over time as well as community response to them. The Community Noise Level Equivalent (CNEL) and the Day-Night Average Level (DNL or Ldn) are such indices. They are time-weighted average values based on the equivalent sound level (Leq), which is a constant sound level that equals the same amount of acoustic energy as actual time-varying sound over a particular period. The CNEL penalizes noise levels during the night (10 p.m. to 7 a.m.) by

10 dB to account for the increased sensitivity of people to noise after dark. Evening noise levels (7 p.m. to 10 p.m.) are penalized 5 dB by the CNEL. Appropriately weighted hourly Leqs[1] are then combined over a 24-hour period to result in a CNEL. The Ldn also penalizes nighttime noise levels, but does not penalize evening levels. These two indices are generally equivalent.

In general, CNEL may be thought qualitatively as an accumulation of the noise associated with individual events occurring throughout a 24-hour period. The noise of each individual event is accounted for in a separate, discrete measurement that integrates the changing sound level over time as, for example, when an aircraft approaches, flies overhead, then continues off into the distance. These integrated sound levels for individual operations are referred to as Sound Exposure Levels or SELs. The accumulation of the SELs from each individual operation during a 24-hour period determines the CNEL for the day.

People are subject to a multitude of sounds in the urban environment. Typical noise levels of indoor/outdoor environments and public response to these sounds are shown on an Exhibit "Common Noise Levels and Public Reaction taken from the City of Thousand Oaks Noise Element and presented in the Noise Appendix to this report". Excessive noise can not only be undesirable, but may also cause physical and/or psychological damage. The amount of annoyance or damage is dependent primarily upon the following factors: the amount and nature of the noise; the duration of noise exposure, the amount of ambient noise present before the intruding noise; and the activity of the person working or living in the noise source area.

The difficulty in relating noise exposure to public health and welfare is one of the major obstacles in determining appropriate maximum noise levels. Although there has been some dispute in the scientific community regarding the detrimental effects of noise, a number of general conclusions have been reached:

- Noise of sufficient intensity can cause irreversible hearing damage;
- Noise can produce physiological changes in humans and animals;
- Noise can interfere with speech and other communication; and
- Noise can be a major source of annoyance by disturbing sleep, rest, and relaxation.

5.6.1.2 Noise and Its Regulation in the City of Thousand Oaks

According to a community-wide survey conducted to update the Noise Element of the Thousand Oaks General Plan, vehicular traffic is the predominant source of noise in the City of Thousand Oaks.

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[1] Leq is the sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a over a given sample period. An Leq value is designed to average all the loud and quiet sound levels occurring over a time period. For example, during a 15-minute period, the peak noise level may be 80 dB(A) from a truck and the background noise level 62 dB(A). With this fluctuation in noise levels, the Leq value might calculate to be 75 dB(A) (City of Thousand Oaks, 1987).

As stated in the Noise Element, when noise levels reach 65 dB CNEL (a daily energy noise exposure averaged on an annual basis) outdoor speech interference occurs, 15 percent of the population is highly annoyed, a significant community reaction can be expected and noise is considered an adverse aspect of the environment. At 60 dB CNEL, outdoor speech interference is not as significant, 9 percent of the population is highly annoyed, and a moderate community reaction can be expected. For these reasons, noise is an important issue in the community planning process.

The federal, state and local governments have established noise guidelines and regulations for the purpose of protecting citizens from potential hearing damage and various other adverse physiological, psychological, and social effects associated with noise. The standards and criteria presented in the City of Thousand Oaks Noise Element are as follows.

Table 5.6-1. Summary of Noise Compatibility Criteria by Land Use (CNEL)

Land Use	Compatibility Criteria
Residential-Exterior	Outdoor living areas should be mitigated to 65 dB CNEL or less.
Residential-Interior	Habitable rooms should be mitigated to 45 dB CNEL or less.
Schools, Churches, Libraries, Day Care Facilities, Etc.-Exterior	Same as residential criteria.
Schools, Churches, Libraries, Day Care Facilities, Etc. -Interior	Same as residential criteria.
Commercial- Exterior	Should be mitigated to 65 dB CNEL or less or whichever does not interfere with normal business activity.
Industrial-Exterior	Should be mitigated to 70 dB CNEL or less or whichever does not interfere with normal business activity.
Public Access Areas	Must be mitigated to 65 dB CNEL or less.

Table 5.6-2. Summary of Noise Compatibility Criteria by Land Use (Leq)

Land Use	Maximum Leq Value
Category A - Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need, i.e., amphitheaters, parks and open space.	Exterior - 55
Category B - Residences, motels, hotels, public meeting rooms, schools churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas and parks not included in Category A.	Exterior - 65
Category C – Developed lands, properties or activities not included in categories A or B.	Exterior - 72
Category D – Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums	Interior - 52

5.6.1.3 Existing Noise Levels

Existing noise levels were measured in January 2001 on local roads leading to the Dos Vientos Ranch by Acoustical Analysis Associates, Inc. and have been reported in Dos Vientos Ranch Noise Survey Report (Acoustical Analysis Associates, Inc. February 26, 2001). These measurements were taken as part of the noise mitigation conditions associated with the Dos Vientos Ranch Specific Plans 8 and 9 described further in Section 5.6.3. Noise levels at measurement locations from the study that correlate to areas of potential noise impact associated with the Western Plateau Preservation Plan Project are presented in Table 5.6-3. The acoustical analysis provided noise levels for other locations along area roads. However, since these areas would not be impacted by the project, this data is not being presented here. The entire report is provided in the Noise Appendix of this EIR.

Table 5.6-3. Existing Noise Levels

Location	Noise Level	Notes
799 Chestnut Avenue. The backyard of home is located on Lynn Road between Green Meadow Avenue and Capitan Street	CNEL 62.1 dBA	This is a 48 hour average measurement
North of Lynn Road and east of Ventu Park Road within the driveway to the mobile home storage yard	Leq 66.8 dBA	Average peak hour measurement
West of Ventu Park Road and south of Ramona Drive across from existing condominiums	Leq 68.0 dBA	Average peak hour measurement
South side of Lynn Road and west of Kelly Road at the fence setback within an existing planter area.	Leq 72.4 dBA	Average peak hour measurement

5.6.2 Impact Analysis

5.6.2.1 Impact Assessment Methodology and Significance Thresholds

The *California Environmental Quality Act (CEQA) Guidelines* state that a project will normally have a significant effect on the noise environment if it will substantially increase the ambient noise levels for adjoining areas. However, this guideline does not define what a substantial increase in ambient noise is. As a result, the City of Thousand Oaks has adopted the following threshold of significance criteria shown in Table 5.6-3.

5.6.2.2 Project-Specific Impacts

a. Rancho Conejo Specific Plan 7

Short-Term. Short-term noise impacts due to construction would be entirely avoided at Site A as it would be preserved as open space.

EIR No. 255 (City of Thousand Oaks, 1989 - covering an area inclusive of Site B) stated that significant, unavoidable short-term impacts would be associated with construction would occur with development of the project. The duration of such impacts would potentially be extended since the number of units to be constructed would be 94 rather than 75 as currently approved. This change would be considered a less than significant short-term noise impact due to its incremental nature. Additionally, the City exercises control over construction activities and accompanying noise by permitting such activities to occur only between the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday (per Section 8-11.0 of the Municipal Code).

Long-Term. FEIR No. 144 (City of Thousand Oaks, 1981) identified traffic noise on Lawrence Drive, Rancho Conejo Boulevard, and Ventu Park Road, as the major source of noise affecting the Rancho Conejo Specific Plan area. The FEIR noted that these roads will create significant noise sources that will present design constraints for surrounding residential land uses in terms of exterior noise standards. Similarly, EIR No. 255 indicated that vehicular traffic generated by development of Specific Plan 7 and other future development in the area would result in significant on-site and off-site noise impacts to sensitive receptors (e.g., residences on-site and at the easterly edge of the Running Springs Ranch Tract near Ventu Park Road north of Hillcrest Drive). The proposed Western Plateau Preservation Plan would result in additional residences being developed at Site B. Therefore, the project has the potential to expose more units to significant noise impacts than previously identified.

A traffic study was prepared by Associated Transportation Engineers (ATE) for the proposed Western Plateau Preservation Plan (ATE, 2001). The study evaluated the affect of the proposed land use designation changes to area roadway traffic. Trips from development at the nine sites (A-I) were distributed to the local roadway network. Although the combined trips for the project as a whole were distributed to the roadway network, the evaluation of noise for the Specific Plan 7 area will address the impact of project-generated traffic on noise levels on streets north of the U.S. 101 Highway. Traffic-generated noise on streets south of the U.S. 101 Highway are discussed below under the Dos Vientos Specific Plans 8 and 9.

Based upon the trip generation estimates presented in the ATE traffic study, the proposed project would result in a net increase in traffic on a portion of Lawrence Drive, Rancho Conejo Boulevard, Ventu Park Road and Hillcrest Drive (see Section 5.5, Traffic of this EIR). Other streets north of U.S. 101 would experience a reduction in trips with the proposed project versus development of the approved land uses. Noise modeling of existing conditions and existing conditions plus project traffic along the roads that would experience an increase in traffic due to the project was conducted to determine the affect on noise levels using a reference location of 50 feet from the roadway centerline (see Appendix D). Modeling results show that additional traffic noise would be less than significant as the net change in noise levels for the above referenced roads would be less than 0.2 dBA CNEL in all cases.

Table 5.6-4. Thresholds of Significance

If the annual average noise level with the proposed project and cumulative projects and General Plan Buildout in an area currently used or designated in the General Plan for a noise sensitive land use[2] is expected to be:	A significant project or cumulative impact may result if the change in annual average noise levels from existing conditions due to all sources in an area currently used or designated in the General Plan for a noise sensitive use is:	The project alone may be considered to make a substantial contribution to a significant cumulative impact if the change in annual average noise level due to the project is:
Less than 55 dB CNEL	Not significant for any change in noise level	Not significant for any change in noise level
55-60 dB CNEL	Equal to or greater than 3.0 decibels	Equal to or greater than 1.0 decibels
60-70 dB CNEL	Equal to or greater than 1.5 decibels	Equal to or greater than 0.5 decibels
Greater than 70 dB CNEL	Equal to or greater than 1.0 decibels	Equal to or greater than 0.5 decibels

b. Dos Vientos Specific Plans 8 & 9

Short Term. Short-term noise impacts were not evaluated in FEIR No. 148 for the Dos Vientos Ranch Specific Plans 8 & 9 (City of Thousand Oaks, 1987). FSIER No. 301 (City of Thousand Oaks, 1994) covering an area inclusive of Site I identified that short-term grading and construction activities during development of the project would temporarily increase ambient noise levels in the surrounding area. Consequently, surrounding sensitive receptors (e.g., homes in the vicinity of the intersection between Lynn Road and Reino Road) could potentially be exposed to excessive construction noise levels over a substantial period of time. Should rock blasting be required, it is also possible that vibrations could be felt by surrounding existing residences over a very limited period of time. Similarly, FSEIR No. 303 (City of Thousand Oaks, 1996) covering an area inclusive of Sites G and I identified short-term construction-related noise impacts to surrounding and on-site sensitive receptors as adverse, but less than significant.

Short-term construction noise impacts would be associated with the development of each of the proposed sites. The changes as identified in the Western Plateau Preservation Plan may increase the extent and duration of construction noise at Sites H and G since Site H is currently approved as open space, but would be developed as a park and Site G would have an additional 60 dwelling units constructed. However, Site G is mainly surrounded by open space, therefore, impacts to sensitive receptors would be mainly limited to construction traffic. Site H is surrounded by other construction areas, therefore potential construction noise impacts from this

[2] The City's Noise element defines noise sensitive land uses as land uses associated with indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise. They include residential, transient lodging, hospitals, nursing homes, convalescent hospitals and other facilities for long-term medical care; and public or private educational facilities, libraries, churches and places of public assembly.

site would only occur if sensitive receptors are in place and occupied by the time of development at this site. These changes are expected to result in less than significant construction noise impacts in and of themselves due to their limited nature. Additionally, as indicated above, the City exercises control over construction activities and accompanying noise by permitting such activities to occur only between the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday (per Section 8-11.0 of the Municipal Code).

Long-Term. Noise impacts associated with development of Specific Plans 8 and 9 were evaluated in several previous EIRs as discussed below. FEIR No. 148 (City of Thousand Oaks, February 1987) identified adverse traffic noise impacts along Lynn Road and to a much lesser extent along Borchard Road due to an increase in levels of traffic as the Dos Vientos Ranch builds out. However, no significant impacts were expected within the Dos Vientos Ranch since all residential areas will include property line walls and structural noise insulation to shield units located adjacent to Lynn Road and Via Las Brisas. Additionally California Noise Insulation Standards shall be adhered to within the development. It should be noted that noise impacts identified in FEIR No. 148 addressed the potential worst case effects of a much larger project totaling 3,940 dwelling units at full buildout of Specific Plans 8 and 9. Subsequent to FEIR No, 148, FSIER No. 301 (City of Thousand Oaks, 1994 - included Site I) evaluated the noise impacts based upon the effects of 2,350 dwelling units actually approved for construction within Specific Plans 8 and 9. FSEIR No. 301 indicated that noise levels at the project site would be considerably below the threshold of 65 dB Ldn with project development. However, significant cumulative noise impacts were determined to result, see additional discussion below. FSEIR No. 303 (City of Thousand Oaks, 1996) also evaluated noise impacts for a project inclusive of Sites G and I. The FSEIR stated that project vehicle trips would primarily utilize Lynn Road, Reino Road, and Borchard Road to access the project site and would consequently increase ambient noise levels along these roadways. However the noise levels experienced by sensitive receptors along these roads was determined to be below the 65 dBA threshold and the projects increase in noise would be minor, about 1 dBA. Project residents along Via Las Brisas east and west of Borchard Road were determined to be exposed to noise levels within the acceptable standards (56 to 59 dBA CNEL).

Based upon the trip generation estimates provided by Associated Transportation Engineers as part of a traffic study prepared for the proposed Western Plateau Preservation Plan (ATE, 2001) and Dos Vientos Ranch Internal Traffic Noise Analysis (Acoustical Analysis Associates, Inc., October 18, 2001, the proposed project would result in a net increase in traffic on a portion of the following roads located south of U.S. Highway 101: Borchard Road (north of Michael Drive), Ventu Park Road (north of Lynn Road), Lynn Road (between Michael Drive and US 101), and Potrero Road (west of Rancho Dos Vientos Drive). Other roads south of U.S. Highway 101 and segments of Borchard Road, Lynn Road, were determined to experience a decrease in traffic as a result of the proposed project in comparison to traffic conditions with buildout of the currently approved land uses (see Section 5.5, Traffic). As a result, noise levels along many of these roadway segments would experience a reduction in noise levels as a result of project implementation in comparison to noise levels with buildout of the currently approved projects.

Noise modeling of existing conditions and existing conditions plus project traffic along roads that would experience increased traffic due to the proposed project was conducted to determine the effect of additional trips generated from the proposed project on noise levels using a reference location of 50 feet from the roadway centerline (see Appendix D). Noise levels on Borchard Road, Ventu Park Road, Lynn Road and Potrero Road would increase less than 0.5 dBA at the reference location which is considered a less than significant impact.

5.6.2.3 Cumulative Impacts

The cumulative impacts within the Rancho Conejo Specific Plan 7 area are addressed under project-specific impacts as they would be limited to the potential for additional homes to be exposed to significant noise levels due to cumulative development.

FSEIR No. 301 evaluated cumulative noise impacts associated with buildout of the entire Newbury Park area. Its conclusions generally correlated to those of FEIR No. 148 in that portions of Borchard Road between Dos Vientos Ranch and Wendy Drive are impacted. However, in addition to the previously identified cumulative impact areas, a new area in the vicinity of Wendy Drive between Kimber Drive and Old Conejo Road were identified as being cumulatively impacted.

As indicated above, the proposed project would result in a less than 0.5 dBA increase in noise levels along all road segments that would experience an increase in traffic under buildout conditions with the proposed project in comparison to buildout with the approved uses. This impact is considered to be less than significant based upon city thresholds as identified in Table 5.6-3.

5.6.3 Mitigation Measures

5.6.3.1 Project-Specific

a. Rancho Conejo Specific Plan 7

FEIR No. 301 (1994) provided the following recommended mitigation measures for short-term noise impacts. Although, these measures pertained to the Dos Vientos Ranch area, and are not required, they should be applied to development at all of the project sites within the Rancho Conejo Specific Plan 7 and Dos Vientos Specific Plans 8 and 9 areas to reduce short-term construction noise.

N1 Grading and construction equipment shall be stored on the project site.

N2 Grading and construction vehicles shall be equipped with noise reduction mufflers and kept in proper tune.

N3 Repair of construction vehicles onsite shall be restricted to weekdays during 7 a.m. to 7 p.m.

N4 Stationary construction equipment shall be shielded and placed such that emitted noise is directed away from sensitive noise receptors.

The previous mitigation measures are summarized below as follows. Mitigation measures provided in FEIR No. 144 would still apply to the development of Site B since noise levels at 50 feet from the centerline of Lawrence Drive would be approaching 65 dBA CNEL under existing plus project conditions.

N5 Development shall incorporate the use of berms and/or screening plant materials to act as a noise barrier, orientation of units away from noise sources, incorporation of sound walls into required fences and garage and parking areas that set up noise barriers along noise sources, use of insulating materials, double glazed windows, and noise baffles in all exterior ducting in residential structures to reduce interior noise levels to an acceptable standard. Residences which are to be located in areas with noise levels above 60 CNEL should utilize sound insulating construction techniques for selected exterior walls to meet either a 56 STC or 50 STC rating.

b. Dos Vientos Specific Plans 8 & 9

As indicated above measures N1 through N4 should be applied to development within Specific Plans 8 and 9.

No significant, long-term noise impacts were determined to result within the Dos Vientos Specific Plans 8 and 9 area. However, the following measures would still apply to the development of Sites C through I as they are imposed as conditions of the approval of Specific Plans 8 and 9.

N6 Mitigation for shielding residential units, school sites and other sensitive land uses from traffic noise along Via Las Brisas, Lynn Road and Borchard Road shall be incorporated in the design of all future projects, in conformance with policies set forth in the City's Noise Element as adopted September 1987. Where appropriate, such measures shall include some or all of the following:

a. The use of berms, sound walls, and/or screening plant materials.

b. Increased setback and orientation of dwelling units away from the noise source.

c. Incorporation of insulating material, double-glazed windows and noise baffles in all exterior ducting in residential structures to obtain interior noise levels within an acceptable range.

N7 Offsite mitigation associated with future Dos Vientos Traffic shall be required to achieve applicable City standards. The conditions under which such mitigation measures may be required are identified below:

Periodic acoustical analysis shall be undertaken at a maximum of four residential locations along Lynn Road, Borchard Road and Reino Road as approved by the Department of Planning and Community Development and the Department of Public Works. Sound levels shall be determined by continuous 24-hour measurements during two mid-week periods reflective of average, annual samples. Sound level measurements shall be obtained at selected locations according to the following schedule: 1) just prior to first dwelling unit occupancy, 2) occupancy of 600 dwelling units, 3) occupancy of 1,600 dwelling units, 4) full buildout. Traffic monitoring shall also be conducted concurrently in order to determine the volume and distribution of vehicle trips to and from the Dos Vientos Ranch in relationship to background levels. In the event that the findings and conclusions of this offsite acoustical analysis are supported by physical evidence demonstrating that the applicable exterior or interior noise standards established by the City are being, or will be exceeded as a result of the Dos Vientos Ranch development, then suitable attenuation devises, or methods, as approved by the City of Thousand Oaks, shall be installed by the developers as needed to meet the adopted standards. (As indicated above, this measure has already been partially accomplished.)

In addition to the measures identified above, the following measure has been incorporated into the project.

N8 The project developers for Sites C-I will provide an additional $175,000 for offsite noise attenuation measures.

5.6.3.2 Cumulative

The project would not result in a significant contribution to cumulative noise impacts. However, the noise attenuation funding measure proposed as part of the project would contribute to the mitigation of noise impacts from the buildout of the Specific Plan 8 and 9 areas.

5.6.4 Residual Impacts

Noise impacts associated with the proposed project would be less than significant and in some cases beneficial as traffic and resulting noise would be reduced on some road segments. Additionally, the financial contribution to noise attenuation measures associated with the development of the Does Vientos Specific Plans 8 and 9 areas is beneficial.

5.7 AIR QUALITY

5.7.1 Setting

5.7.1.1 Meteorology

The proposed project is located in the Oxnard Plain Airshed, a sub-basin of the South Central Coast Air Basin. The Airshed is characterized by cool winters and warm, dry summers tempered by cooling sea breezes. Summer, spring and fall weather is generally a result of the movement and intensity of the semi-permanent high pressure area located several hundred miles to the west. Marine influences generally predominate during this period and cause afternoon onshore flow and evening off-shore flow. Winter weather is generally a result of the size and location of low pressure weather systems originating in the north Pacific Ocean.

Ventura County winds are dominated by a diurnal land-sea breeze cycle. This cycle is broken only by occasional winter storms and infrequent strong Santa Ana winds from the northeast. The sea breeze is generally stronger than the land breeze and results in a net flow from west to east. Westerly sea breezes carry pollutants generated in the coastal areas into the inland valleys where dispersion is restricted. The presence of temperature inversions and westerly transport result in meteorological conditions conducive to ozone formation in the inland valleys. In particular, the Conejo Valley suffers from restricted vertical mixing caused by temperature inversions and transport of pollutants from the South Coast Air Basin. Consequently, some of the highest ozone concentrations in Ventura County typically occur in the Valley.

5.7.1.2 Air Monitoring Network

The air quality of Ventura County is monitored by a network of air monitoring stations operated by the California Environmental Protection Agency, Air Resources Board (ARB) and the Ventura County Air Pollution Control District (APCD). The air monitoring network includes eight stations in Ventura County. The nearest ambient air quality monitoring station to the project site is the Thousand Oaks station, located approximately 3 miles to the northeast.

5.7.1.3 Air Quality Standards

Air quality standards are specific concentrations of pollutants that are used as thresholds to protect public health and the public welfare. The U.S. Environmental Protection Agency (EPA) has developed two sets of standards; one to provide an adequate margin of safety to protect human health and the second to protect the public welfare from any known or anticipated adverse effects. At this time, sulfur dioxide is the only pollutant for which the two standards differ.

ARB developed air quality standards for California, which are generally lower in concentration than the Federal standards. California standards exist for ozone, carbon monoxide, PM_{10}, visibility, sulfates, lead, hydrogen sulfide and vinyl chloride.

In July 1997, EPA implemented new health-based ozone and particulate matter (PM) standards. The new Federal ozone standard is based on a longer averaging period (8-hour vs. 1-hour), recognizing that prolonged exposure is more damaging. The new Federal PM standard is based on finer particles (2.5 microns and smaller vs. 10 microns and smaller), recognizing that finer particles may have a higher residence time in the lungs and cause greater respiratory illness. Table 5.7-1 lists the applicable State and Federal air quality standards.

Table 5.7-1. Ambient Air Quality Standards

Pollutant	Averaging Time	State Standard	Federal Standard
Ozone	1-Hour	0.09 ppm	--
	8-Hour	--	0.08 ppm
Carbon Monoxide (CO)	1-Hour	20 ppm	35 ppm
	8-Hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO_2)	1-Hour	0.25 ppm	---
Inhalable Particulate Matter ($PM_{2.5}$)	24-Hour	--	50 ug/m3
	Annual Arithmetic Mean	--	15 ug/m3
Inhalable Particulate Matter (PM_{10})	24-Hour	50 ug/m3	150 ug/m3
	Annual Geometric Mean	30 ug/m3	--
	Annual Arithmetic Mean	---	50 ug/m3
Sulfur Dioxide (SO_2)	24-Hour	0.04 ppm	0.14 ppm

Oxides of nitrogen (NO_x) which are considered pollutants include nitric oxide (NO) and nitrogen dioxide (NO_2). NO is colorless and odorless and is generally formed by combustion processes combining atmospheric oxygen and nitrogen. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen in the atmosphere or at the emission source. Both NO and NO_2 are considered ozone precursors because they react with hydrocarbons and oxygen to produce ozone. Exposure to NO_2 may increase the potential for respiratory infections in children and cause difficulty in breathing even among healthy persons and especially among asthmatics.

Sulfur dioxide (SO_2) is a colorless, pungent, irritating gas which affects the upper respiratory tract. Sulfur dioxide may combine with particulate matter and settle in the lungs, causing damage to lung tissues. Sulfur dioxide may combine with water in the atmosphere to form sulfuric acid that may fall as acid rain, damaging vegetation.

Hydrocarbons include a wide variety of compounds containing hydrogen and carbon. Many hydrocarbons (known as reactive organic compounds [ROC]) react with NO and NO_2 to form ozone. Generally, ambient hydrocarbon concentrations do not cause adverse health effects directly, but result in ozone formation.

Carbon monoxide (CO) is a colorless, odorless gas generally formed by incomplete combustion of hydrocarbon-containing fuels. Carbon monoxide does not irritate the respiratory tract, but does interfere with the ability of blood to carry oxygen to vital tissues.

Particulate matter consists of a wide variety of particle sizes and composition. Generally, particles less than 10 microns (PM_{10}) are considered to be pollutants because they accumulate in the lung tissues and may contain toxic materials which can be absorbed into the system.

5.7.1.4 General Air Quality Trends

Two pollutants (ozone and PM_{10}) are of particular interest because State air quality standards for these pollutants are regularly exceeded. Table 5.7-2 lists the monitored maximum concentrations and number of exceedances of State air quality standards for the years 1998 through 2000 at the Thousand Oaks monitoring station. Ozone concentrations monitored at the Thousand Oaks station occasionally exceed the State 1-hour standard (0.09 ppm), but rarely exceed the Federal 1-hour standard. PM_{10} concentrations monitored at the Thousand Oaks station occasionally exceed the State 24-hour standard, but do not exceed the State or Federal annual standards.

Table 5.7-2. Air Quality Standard Exceedances

Pollutant	1998	1999	2000
Ozone 1-hour (ppm)			
Worst Hour	0.125	0.111	0.102
Number of State Exceedances (Days > 0.09 ppm)	13	9	6
Number of Federal Exceedances (Days > 0.12 ppm)	1	0	0
Ozone 8-hour (ppm)			
Worst 8-Hour Average	0.101	0.092	0.086
Number of Federal Exceedances (Periods > 0.08 ppm)	12	4	2
PM_{10} (micrograms per cubic meter)			
Worst sample	50.1	84.0	99.5
Number of State exceedances (samples>50)	0	6	6
Annual Geometric Mean (Standard is 30)	21.3	28.1	~~27.2~~ 26.2
Annual Arithmetic Mean (Standard is 50)	24.4	31.3	~~34.5~~ 31.0

5.7.1.5 Ventura County Attainment Status and Planning

Federal. Ventura County is considered a non-attainment area for the Federal ozone standard because ambient ozone concentrations exceed the 1-hour standard. The 1990 Amendments to the Federal Clean Air Act require statutory deadlines for attainment of Federal air quality standards including:

- 1990 base year emission inventory by November 15, 1992;
- 1990-1996 Rate of Progress Plan by November 15, 1993;
- Post-1996 Rate of Progress Plan by November 15, 1994;
- Plan to attain the Federal ozone standard by 2005; and
- Contingency measures to ensure continued progress towards attainment of the Federal ozone standard.

The ARB submitted a 1990 emission inventory to EPA on behalf of the APCD, but was considered incomplete due to the lack of a public hearing. A public hearing was conducted on October 19, 1993 to satisfy EPA's requirements. The 1990-1996 Rate of Progress Plan that provides for at least a 15 percent reduction in VOC emissions between 1990 and 1996 was approved by EPA on January 6, 1997. The Post-1996 Rate-of-Progress Plan provides for a 9 percent reduction in VOC emissions by 1999, another 9 percent reduction by 2002 and a third 9 percent reduction by 2005. However, reductions in NOx emissions can be used to satisfy ROC emission reduction targets. The Post-1996 Rate-of-Progress Plan was also approved by EPA on January 6, 1997.

State. Assembly Bill 2595 (known as the California Clean Air Act) took effect on January 1, 1989. The goal of this bill is to attain the California air quality standards by the earliest practicable date. The Ventura County portion of the South Central Coast Air Basin has been classified as a severe non-attainment area for the State ozone standard. The South Central Coast Air Basin has been classified as in attainment for CO.

A 1991 AQMP was prepared by the Ventura County APCD to meet the requirements of the California Clean Air Act and was adopted by the Ventura County Board of Supervisors on October 8, 1991. The 1991 AQMP was approved by ARB on August 13, 1992. The 1991 AQMP did not contain a predicted date of attainment of the State ozone standard. However, the 1991 AQMP included stationary source and mobile source control measures that will substantially reduce emissions. New and revised stationary source control measures that should substantially reduce the projected emissions inventory include various coatings rules (paints), consumer products rules (deodorants, hair spray, etc.) and electrical power generating equipment (Rule 59). New and revised mobile source control measures include various trip reduction related measures, clean fuels, revisions to Rule 210 and an indirect source control program for projects which attract large numbers of vehicles (large commercial or residential projects). The 1991 AQMP does not specifically address attainment of the State PM_{10} standard. However, many of the control measures contained in the 1991 AQMP would result in substantial reductions in PM_{10} emissions.

A 1994 Air Quality Management Plan (AQMP) was developed that included a demonstration that attainment of the Federal ozone standard will occur in 2005 as required. Control measures included in the 1994 AQMP will substantially reduce the 1990 emissions inventory and allow progress towards attainment of the Federal ozone standard. These measures include surface coating restrictions, clean-up solvent restrictions, emission reductions at the Mandalay power station and an enhanced smog check compliance program. The 1994

AQMP complies with the triennial progress report, triennial plan revision and other requirements of the California Clean Air Act that were required to be completed by the end of 1994.

The AQMP was revised in 1995 to include changes to the 1990 emissions inventory, additional control measures approved by ARB, abandonment of the Federal Implementation Plan on April 11, 1995, revisions to the transportation conformity emission budget and revised photochemical modeling.

The AQMP was revised again in 1997 to extend the projected adoption and implementation dates for nine control measures identified in the 1995 AQMP Revision. This action does not affect the expected attainment date or rate of progress requirements.

5.7.1.6 Valley Fever

Valley fever (Coccidioidiomycosis) is a disease contracted by the inhalation of airborne spores of a fungus (*Coccidioides immitis*). Since these spores typically become airborne through soil disturbance as a component of fugitive dust, this health hazard is addressed as an air quality phenomenon. The name "valley fever" reflects the fact that the first cases reported in the United States were from the Central Valley of California. Since it was first discovered in 1893, more than half of the cases reported in California have come from the southern portion of the Central Valley (Kern, Kings, Tulare and Fresno Counties).

Most of the population living for extended periods in infected areas is exposed to valley fever. However, most exposed individuals do not become infected and only one person per 1000 infected develops serious illness. Newcomers to infected areas are more likely to develop serious illness than those exposed as children. Persons with consistent exposure to valley fever such as farm workers and construction workers are more susceptible to serious complications. The symptoms of the disease vary from none to very severe, sometimes fatal illness. Statistically, 60 percent of those infected show no symptoms and 40 percent exhibit flu-like symptoms typical of the disease. Most people who become infected have an excellent chance for full recovery if the illness is correctly diagnosed.

Reported cases of valley fever tend to increase in dry periods following exceptionally wet years. The Ventura County Public Health Department reported less than 10 cases during the drought (pre-1992), but 60 cases were reported in 1992, possibly the result of high rainfall during the 1991-1992 rain year. The annual number of reported new cases of valley fever was about 40 prior to the Northridge earthquake, but increased to 243 in the year of the earthquake (1994). This evidence suggests that earthquake-related increases in airborne dust resulted an increase in new cases (APCD, 2000). However, the origin of infection is difficult to trace because the symptoms may not be apparent for years after exposure. It is thought that many cases reported in Ventura County are a result of previous exposure in Kern County.

5.7.2 Impact Analysis

5.7.2.1 Thresholds of Significance

The Ventura County APCD is the local agency responsible for implementation of the State Implementation Plan (SIP). In November 2000, the Ventura County APCD adopted the Ventura County Air Quality Assessment Guidelines (Guidelines), which include project-specific

thresholds that should not be exceeded to ensure consistency with the SIP and minimize public exposure to pollutants:

- Conflict with or obstruct implementation of the Air Quality Management Plan (AQMP);
- Violate any air quality standard or contribute to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria non-attainment pollutant;
- Expose the public (especially schools, day care centers, hospitals, retirement homes, convalescent facilities and residences) to substantial pollutant concentrations; and
- Create objectionable odors affecting a substantial number of people.

A considerable net increase of ozone precursors (a non-attainment pollutant) is considered 25 pounds per day of reactive organic compounds (ROC) and oxides of nitrogen (NOx).

The Ventura County APCD significance thresholds are not applicable to construction emissions since these emissions are only temporary (APCD, 2000). However, due to the lack of attainment of the ozone and PM_{10} standards construction mitigation should be applied to all phases of construction.

5.7.2.2 Project-Specific Impacts

Project impacts include air emissions associated with construction and operation of new land uses. Pollutant emissions generated by construction activities would include heavy equipment and vehicle exhaust emissions and wind-blown (fugitive) dust. Pollutant emissions generated by operation would include vehicle exhaust from employee and patron transportation, natural gas combustion for space and water heating and landscape emissions (foliage hydrocarbons).

The proposed project would result in a reduction in the maximum number of dwelling units in Specific Plan 7 (Rancho Conejo) from 1,452 to 1,324. In addition, the proposed project would result in a reduction in the maximum number of dwelling units in Specific Plans 8 and 9 (Dos Vientos) from 2,350 to 2,346 and a reduction of commercial space from approximately 100,200 square feet to 51,600 square feet. The net change for both Plan areas would be a reduction of 132 dwelling units and 48,600 square feet of commercial space. The reduction in dwelling units and commercial space would result in a reduction in the amount of construction emissions since fewer acres would be graded, and a reduction in the number of vehicle trips since fewer residences and commercial structures would be constructed.

Construction. Air emissions would be generated by site preparation, building construction, painting and landscaping, paving and wind erosion of exposed soils. These emissions are directly related to the size and number of proposed structures and the size of construction area. The proposed project would result in a decrease in both the size and number of proposed structures, and the construction area. Therefore, emissions associated with the

proposed project would also be less than previously approved land uses. Since the Ventura County APCD significance thresholds are not applicable to construction emissions, these emissions were found to be less than significant in CEQA documents prepared for the previously approved projects (City of Thousand Oaks 1981 and 1996, Envicom 1994). Consistent with these analyses, construction emissions associated with the proposed land uses are considered less than significant.

Operation. Operational emissions were estimated using the URBEMIS7G Model (version 5.1.0), using input values specific for Ventura County from APCD (2000), assuming project occupancy would occur in 2003. Trip generation rates for existing and proposed land uses was taken from the project traffic study prepared by Associated Transportation Engineers (2001). Emissions estimates are provided in Table 5.7-3, and URBEMIS7G output data is provided in the Appendix E. NO_x and ROC emissions associated with the proposed land uses would be much less than for the previously approved land uses, but would exceed the APCD significance threshold. Mitigation measures adopted for the previously approved land uses in City of Thousand Oaks (1981 and 1996) and Envicom (1994) consist of payment to an off-site transportation demand management fund for use in developing and implementing regional transportation emissions reduction programs. The proposed land uses are subject to these same measures, which would reduce air quality impacts to a level of less than significant.

Local Scale Impacts. State 1-hour ambient standards for CO are sometimes exceeded at roadway intersections during times of peak traffic congestion. These localized areas are sometimes called CO "hotspots". Due to the relatively low ambient CO levels and lack of congested high volume roadways, CO hotspots are not expected to occur in the Conejo Valley. The APCD (2000) requires hotspot modeling for projects that would significantly impact intersections that currently operate or are expected to operate at Level of Service (LOS) E or F. Based on the project traffic study (Associated Transportation Engineers, 2001), only the Ventu Park Road/Lawrence Drive intersection would operate at LOS E or F. The proposed land uses would not impact this intersection. Therefore, CO hotspot modeling was not conducted. I addition, past CO modeling conducted by the City of Thousand Oaks (1996) for the previously approved land uses did not identify any significant impacts (exceedances of the State 1-hour CO standard). Therefore, no significant local scale impacts would occur from the proposed land uses.

Table 5.7-3. Proposed Project Long-Term Emissions

Source	Pollutant (pounds per day)			
	NOx	ROC	CO	PM10
Previous Approved Land Uses				
Vehicles	492.86	215.24	1788.84	19.06
Area Sources	6.38	30.06	11.21	0.04
Total	499.24	245.30	1800.05	19.10
Proposed Land Uses				
Vehicles	227.87	120.02	859.21	8.79
Area Sources	5.69	24.56	9.95	0.03
Total	233.56	144.58	869.16	8.82
Net Change	**-265.68**	**-100.72**	**-930.89**	**-10.28**

Consistency with the Ventura County Air Quality Management Plan (AQMP). Projects that have the potential to cause a population increase that is not accommodated by the AQMP are considered to be inconsistent with the AQMP. The projected population for the Thousand Oaks Growth area used in the 1995 revision to the AQMP was 122,816 for the year 2000. The present estimated year 2000 population estimate provided by the Ventura Council of Governments (VCOG) for the same area is 124,604 (Ventura County, October 2000). Although the present population was not accommodated by the AQMP, the proposed project would result in reduction in the reduction of 132 dwelling units from that allowed under currently approved development plans. Therefore, the project is consistent with the AQMP.

Cumulative Impacts. The proposed project would incrementally contribute to long-term air emissions associated with buildout of the City's General Plan. However, this contribution would be less than the previously approved land uses and would be mitigated by previously adopted mitigation measures. These measures include the payment of "emission offset fees" totaling $584,320, which are paid on a pro-rata basis at the time building permits are issued per the conditions of approval of Specific Plans 8 and 9.

5.7.3 Mitigation Measures

No significant impacts were identified; therefore, mitigation measures are not required. However, mitigation measures recommended for construction emission in EIR No. 303 should be applied to development of Sites B – I. These measures are presented below.

AQ21 During clearing, grading earth-moving, or excavation operations, fugitive dust emissions shall be controlled by regular watering, paving construction roads, or other dust preventative measures using the following procedures:

- All material excavated or graded shall be sufficiently treated with an environmentally safe dust control agent, as well as water, to prevent excessive amounts of dust. Watering and/or treatment with complete coverage shall occur daily.

- All clearing, grading, earth-moving, or excavation activities shall cease during periods of high winds (i.e., greater than 20 mph averaged over a 1 hour period).
- All material transported offsite shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- Face masks should be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust that may contain the fungus which causes San Joaquin Fever.
- The area disturbed by clearing, grading, earth-moving, or excavation operations shall be minimized at all times

AQ2 After clearing, grading, earth-moving, or excavation operations and during construction activities, fugitive dust emissions shall be controlled using the following measures:

- All inactive portions of the construction site shall be seeded and watered until grass cover is grown.
- All active portions of the construction site shall be watered to prevent excessive amounts of dust.

AQ3 At all times, fugitive dust emissions shall be controlled using the following procedures:

- Onsite vehicle speeds shall be limited to 15 mph.
- All areas with vehicle traffic shall be watered periodically or shall have a biodegradable soil stabilizer applied.
- Streets adjacent to the project sites shall be swept as needed to remove the silt that may have accumulated from construction activities.

AQ4 At all times, during the construction phase, ozone precursor emissions from construction equipment shall be controlled using the following procedures:

- Equipment engines shall be maintained in good condition and in proper tune according to manufacturer's specifications.
- During smog season (May through October), the construction period should be lengthened to minimize vehicles and equipment operating at the same time.

5.7.4 Residual Impacts

None.

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5.8 DOMESTIC WATER

This section is based in part upon the following documents: Final Environmental Impact Report No. 144, Specific Plan No. 7 (City of Thousand Oaks, February 20, 1981), Final Environmental Impact Report No. 148, Specific Plan No. 8, Specific Plan No. 9, LU-85-143 and Annexation No. 89 (City of Thousand Oaks, February 9, 1987), Final Supplemental Environmental Impact Report No. 301, Dos Vientos Vesting Tentative Tract No. 4831 (City of Thousand Oaks, June 27, 1994), Final Subsequent Environmental Impact Report No. 303, (City of Thousand Oaks, June 1996). These documents are available for review at the City of Thousand Oaks, Planning Department, 2100 Thousand Oaks Boulevard, Thousand Oaks, California. The Ventura County Initial Study Assessment Guidelines (2000) and City of Thousand Oaks General Plan Conservation Element (1996) were also used. In addition to this review, the City of Thousand Oaks Public Works Department, Ventura County Fire Protection District, Metropolitan Water District of Southern California and California American Water Company were contacted to further assess the impacts to domestic water supply within the area.

5.8.1 Setting

According to FSEIR No. 303 prepared for the City of Thousand Oaks in June of 1996, subsequent to approval of Specific Plans 8 and 9 in 1987, Dos Vientos Ranch was annexed into the California-American Water Company (CAWC) service district. Domestic water to the project sites is supplied by CAWC, which receives its water from Calleguas Municipal Water District (CMWD), which is a member agency of the Metropolitan Water District (MWD). MWD is a water wholesaler that provides water to Southern California from the State Water Project and Colorado River. The MWD's future water system demand is based on a population forecast provided by the Southern California Association of Governments (SCAG) in its Growth Management Plan, which incorporates local projections. Based on information provided by the City of Thousand Oaks Public Works Department, this State Project water is transported from the Sacramento River Delta through the California Aqueduct to Southern California. It is treated, filtered, and disinfected at the Metropolitan Water District's Jensen Filtration Plant in Granada Hills, then piped directly to Thousand Oaks through the transmission facilities of the CMWD.

According to CAWC staff (Patton, personal communication, 2001), there are three completed reservoirs within Dos Vientos Ranch (Potrero 2, Dos Vientos 1a, Dos Vientos 2b), and a fourth that has been graded in preparation for future development. Potrero 2 was completed in 1993 with a total capacity of 6 million gallons. Dos Vientos 1a and 2b were constructed with a capacity of 1.5 million gallons each, and were completed in 1997, and 1998, respectively. The completed reservoirs have a combined capacity of approximately 9 million gallons.

5.8.2 Impact Analysis

5.8.2.1 Impact Assessment Methodology and Significance Thresholds

A project may cause significant environmental impacts if it would result in the need for new public utility or service systems, or in substantial alterations to existing systems including water treatment and/or distribution, solid waste disposal, or local or regional water supplies. Any increases in demand for public services or utilities created by the project would be considered significant if those increases were to result in a reduction of the level of service currently provided to the project site and the surrounding area.

a. Supply. CMWD is considered to have a permanent source of water (County of Ventura, 2000) and projects obtaining water from this source shall be considered to have a less than significant water quantity supply impact.

The recently enacted statues (and not effective until January 1, 2002, a date after the various entitlement applications have been deemed complete by the City) concerning future water supplies and local governmental agency findings in approving any subdivision map should not affect this project. First, this project involves land already entitled for development of more residential units than proposed under the project. Second, under SB 610 (Costa), the wholesale water supplier's (Calleguas Municipal Water District) Water Management Plan meets the water supply planning requirements of that statute. Third, under SB 221 (Kuehl), this project does not involve the approval of 500 or more added new residential units to the City (500 new units being the triggering level for the necessary findings under that statute).

b. Quality. The quality of domestic water must comply with the applicable State Drinking Water Standards as described in Title 22 of the California Code of Regulations. Section 64421 et. seq.

c. Fire Flow. A project will be considered to be a significant impact if it cannot meet the required fire flow or if it cannot provide an acceptable mitigation factor, i.e., fire sprinklers to allow for a reduction in the required fire flow.

5.8.2.2 Project-Specific Impacts

a. Supply and Distribution. Domestic water supplies within the City are based on a per capita water usage rate (Patton, personal communication, 2001). This method factors in domestic water supply usage based on a variety of different land uses (e.g., commercial, schools, or residential). The Dos Vientos Ranch Water Master Plan Update (January, 2001) uses the following criteria for planning: 3.38 person per single family dwelling, 2.1 persons per apartment; using 220 gallons per day/per person, as well as 1,035 gallons/day for estates, and 2,000 gallons/day for commercial/school development. Since domestic water supplies to Specific Plan 7, 8, and 9 areas are all supplied by CAWC/CMWD, only the impact as a whole needs to be considered.

The project provides for a net reduction of 132 residential units, 48,600 square feet of commercial space, and a 6.75 acre increase in irrigated park resulting in a net approximate water demand reduction of 75,108 gallons per day than the previously approved project[1]. Based on personal communication with CAWC (Patton, 2001), the proposed project changes should not adversely impact the ability of the CAWC to provide water service (distribution system or supply), due to planned water service provisions having been based on a worst case scenario in terms of development buildout projections affecting water service for the area. According to FSEIR No. 301, project development has financed its share of CMWD through payment of a one-time capital construction charge (developer fee).

Additionally, Specific Plans 7, 8, and 9 will be subject to water conservation requirements established by the State and local governments. As outlined in the General Plan Conservation Element (1996), requirements for water conservation in the City of Thousand Oaks are as follows:

- Pursuant to State Legislation AB 797, the City of Thousand Oaks has prepared a Water Conservation Plan in cooperation with the County of Ventura's Water Conservation Program, creating a unified effort to address water supply problems in the County.
- Ordinance 1069-NS amends the Municipal Code in order to require that water saving devices be installed in all new developments.
- Resolution 90-20 establishes guidelines and standards for landscape planting and irrigation plans for all new and remodeled developments.
- Policy CO-19, encourages the use of reclaimed water for irrigation purposes.

b. Quality. The project sites would be served by the CAWC. According to the CAWC, all water produced by the Company meets or exceeds standards for public drinking water established by the State Health Department and the Environmental Protection Agency (CAWC, 2001). Therefore, the project would not result in domestic water quality impacts.

c. Fire Flow. According to the Ventura County Fire Protection District, requirements for fire flows are approximately 1,000 gallons per minute (gpm) at 20 pounds per square inch (psi) for single-family residential development, and 1,500 gpm at 20 psi for apartments, condominiums, and townhouses. In addition, based on personal communication with CAWC (Patton, 2001), adequate fire flows have already been planned for and would still be adequate with the proposed land use changes.

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[1] Water usage factors were taken from CAWC where available. Rates for commercial usage (0.7 AFY/10,000 sf) and park irrigation (1.8 AFY/acre) were taken from the County of Santa Barbara Environmental Thresholds and Guidelines Manual (1995).

Additionally, portions of the proposed development that include apartments, condominiums, or townhouses must incorporate fire sprinklers to allow for adequate fire flows. This is a standard requirement (Cagley, personal communication, 2001).

5.8.3 Mitigation Measures

5.8.3.1 Project-Specific

a. Supply. Although the project would not result in a significant water supply impact, individual projects should comply with mitigation developed in previous environmental documents. These measures should apply to the development of the sites as currently proposed and as appropriate. Mitigation measures referred to in FSEIR No. 301 (City of Thousand Oaks, June, 1994) state the following.

DW1 All water reservoirs within the project should incorporate contoured earthen berms and landscaped treatment with drought tolerant native plans in their conceptual site design.

DW2 The applicant is required to financially participate in the planning and development of a groundwater irrigation system for use within Dos Vientos Ranch, and implement state of the art water conservations measures that are incorporated into the design of all phases of construction.

Mitigation included as part of FSEIR No. 303 (City of Thousand Oaks, June, 1996) included the following.

DW3 Landscaping shall include drought tolerant native plants and trees, as well as standard dip irrigation, and application of mulch or top cover in order to reduce evaporation and facilitate the water-holding capacity of the soils.

DW4 Pervious paving materials, wherever feasible, in order to reduce surface water runoff and enhance groundwater recharge.

b. Quality. No mitigation regarding domestic water quality is required.

c. Fire Flow. No mitigation regarding fire flow is required.

5.8.3.1 Cumulative

The project would not contribute to a cumulative supply impact regarding domestic water given the total net reduction in housing development. No cumulative water quality impacts would result. As previously stated, adequate fire flow conditions would exist with development of the Western Plateau Preservation Plan, and the project would not contribute to any significant cumulative fire flow impacts.

5.8.4 Residual Impacts

There are no adverse domestic water supply, quality, or fire flow residual impacts associated with the proposed project. Water demand would be reduced from currently approved uses.

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5.9 RECREATION

The following Section is based in part upon the following documents: *Final Environmental Impact Report No. 144, Specific Plan No. 7* (City of Thousand Oaks, February 20, 1981) *Final Supplemental Environmental Impact Report No. 301, Dos Vientos Vesting Tentative Tract No. 4831* (City of Thousand Oaks, June 27, 1994), *Final Subsequent Environmental Impact Report No. 303,* (City of Thousand Oaks, June 1996). These documents are available for review at the City of Thousand Oaks, Planning Department, 2100 Thousand Oaks Boulevard, Thousand Oaks, California. In addition to these reports, information within the *Ventura County Initial Assessment Guidelines and General Plan* (2000), City of Thousand Oaks *Open Space (2000) and Conservation Elements (2000),* and *Dos Vientos Open Space Management Plan* (Urban Design Group, 1996), was reviewed in addition to personal communication with *Conejo Recreation and Park District* (Sorensen, August, 2001), and representative *Conejo Open Space Conservation Agency* staff in order to further assess project impacts.

5.9.1 Setting

At the local level, recreational facilities are managed by the Conejo Recreation and Park District (CRPD). Additionally, the Conejo Open Space Conservation Agency (COSCA) was created in 1977 as a joint powers agency between the City of Thousand Oaks and Conejo Recreation and Park District in order to manage and maintain open space areas within the City of Thousand Oaks. COSCA implements the Open Space and Conservation Elements of the Thousand Oaks General Plan, and currently manages approximately 16,000 acres of permanent natural open space within the City of Thousand Oaks. Only passive recreational uses such as hiking are permitted within these areas.

According to the City of Thousand Oaks Open Space Management Plan (1996), open space within Specific Plans 7, 8 and 9 will be generally open to the public. This open space shall include hiking and equestrian trials with connection to the Regional, State, and National trail systems, fencing and barriers, wildlife facilities, and adjacent landscaped areas.

a. Rancho Conejo Specific Plan 7

A large portion of Rancho Conejo is made up of primarily natural open space areas. Site A is considered by the Thousand Oaks General Plan Open Space Element as an area containing important open space resources. The Arroyo Santa Rosa and Conejo Creek meet in the northern portion of Specific Plan 7, approximately 1 mile north of Site A. Based on review of a Parks, Trails, Open Space and Facilities Map (CRPD, 1996) there are no park sites currently located within Specific Plan 7. According to this map, there are no existing trails within the proposed project sites, however a trail has been proposed through Site A. Other trails within Specific Plan 7 include the Conejo Valley Ring Trail, which transects Specific Plan 7 south of Site A, and continues generally around the perimeter of the CRPD service area connecting to the Los Angeles County trail system.

b. Dos Vientos Specific Plans 8 and 9

There are four proposed parks (A-D) within Dos Vientos Specific Plans 8 and 9. According to the Conejo Recreation and Park District, park Site C is complete, park Site A is under construction, park Site B is in the working drawing stage, and park Site D is located within development Site H being proposed under the Western Plateau Preservation Plan. In addition, a portion of the development proposed for Site E includes a 2-acre community facility (YMCA). Based on the Trails Master Plan (prepared by Operating Engineers Fund Inc. and VTN West Inc., 1999), a proposed trail is shown within Site H and the northern boundary of Site D.

5.9.2 Impact Analysis

5.9.2.1 Impact Assessment Methodology and Significance Thresholds

As referenced in FSEIR No. 303 (City of Thousand Oaks, 1996), significant impacts related to recreation would occur if the proposed project is not consistent with planned recreation facilities and policies identified in the City's General Plan, and/or creates a demand for recreational facilities without providing for those facilities in accordance with Conejo Recreation and Park District's standards.

5.9.2.2 Project-Specific Impacts

a. Rancho Conejo Specific Plan 7

The Rancho Conejo park Site in Specific Plan 7 (Site A) would not be constructed because of lower population that would be generated within the Specific Plan 7 area, due in part to the proposed land use change from development of 147 dwelling units to open space within Site A (Sorensen, August, 2001). The loss of the park site would not result in a significant impact due to the increase of open space that will be available for public use and trail systems, due to the retention of the entirety of Site A as open space.

As mentioned in the Thousand Oaks General Plan Open Space Element, Specific Plan No. 7 is bordered on three sides by the Conejo Canyon Open Space. The Western Plateau (Site A) would be a beneficial addition to the open space ring in this area because it would substantially expand the width of the ring and improve continuity for wildlife migration. The property owner has agreed to donate Site A to the City, to be managed by COSCA as permanent designated open space through a property transfer and fee title. The changes to the project would also result in a beneficial impact to the proposed trail within Site A by allowing a greater amount of public access for passive recreational uses.

b. Dos Vientos Specific Plans 8&9

According to the CRPD, the only direct recreation effect of the Western Plateau Preservation Plan is relocation of the proposed 4.5-acre park on Site C. Based on communication with Tom Sorensen, Administrator with CRDP, whereas this 4.5-acre park was to be developed adjacent to, and contiguous with, the elementary school site, the change from

an elementary to a middle school necessitates that at least part of the park be developed at a nearby site, rather than on the school parcel itself. As currently proposed, park site D will be developed on project Site H. The developer is obligated to provide 4.5-acres within the Specific Plan area for the provision of adequate park acreage. With implementation of the existing agreement between the CRPD and the developers, no significant park impact would result.

Open space (6.75 acres) previously proposed at Site H would be developed as a park. However, this is more than adequately compensated by the proposed preservation of 191-acres of open space at Site A.

As discussed within the Initial Study prepared for the project Site (see appendix), the impact associated with the removal of the 8.7-acre private equestrian center (Site I) to 3 very low density single-family estates is being offset by the donation of 2.5 million dollars toward funding a nearby public equestrian center. Also, the addition of a 2-acre community facility on Site E will help to provide for the recreational needs of the population resulting from the changes proposed within Dos Vientos Ranch. It is CRPD's position that the revised projects in the Western Plateau Preservation Plan would be adequately served by planned recreation facilities and no further mitigation is recommended (Sorensen, personal communication, August 7, 2001).

5.9.3 Mitigation Measures

5.9.3.1 Project-Specific

a. Rancho Conejo Specific Plan 7

A beneficial impact would result from the proposed changes to Site A to designated open space; therefore, no mitigation measures are required.

b. Dos Vientos Specific Plans 8&9

There are no impacts associated with proposed changes to development in Specific Plans 8 and 9. No mitigation is required.

5.9.3.2 Cumulative

No cumulative impacts would result from the proposed changes to Sites A-I, and no mitigation is required.

5.9.4 Residual Impacts

Implementation of the mitigation measures previously identified is considered to reduce all impacts to a less than significant level.

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5.10 ELECTRICITY

This section is based in part upon the following reports: *Final Environmental Impact Report No.144, Specific Plan No. 7* (City of Thousand Oaks, February 20, 1981), *Final Environmental Impact Report No. 148, Specific Plan No. 8, Specific Plan No. 9, LU-85-143 and Annexation No. 89* (City of Thousand Oaks, February 9, 1987), *Final Supplemental Environmental Impact Report No. 301, Dos Vientos Vesting Tentative Tract No. 4831* (City of Thousand Oaks, June 27, 1994), *Final Subsequent Environmental Impact Report No. 303,* (City of Thousand Oaks, June 1996), These reports are available for review at the City of Thousand Oaks, Planning Department, 2100 Thousand Oaks Boulevard, Thousand Oaks, California. In addition, the *County of Ventura Initial Study Assessment Guidelines and Ventura County General Plan* (2000), were reviewed in addition to *personal communication with Southern California Edison,* (Frazier, Service Planner, 2001) in order to further assess the impacts to electricity service resulting from the proposed project.

5.10.1 Setting

Electrical power provided to Ventura County customers by Southern California Edison (SCE), but is generated by Reliant Energy. Reliant Energy presently operates two major generating plants in Ventura County: Mandalay and Ormond Beach, both of which are located along the coastal area in the vicinity of the City of Oxnard.

The State of California, as a result of both increased demands, weather conditions, and the failure to increase the state's generating capacity of electricity is currently in a situation where demand electrical shortages may result in specific geographic areas within the State on a predictable basis. Efforts have been taken by the California Independent System Operator, the State Public Utilities Commission, among others, to restructure both power generation and distribution within the State of California to progressively mitigate the potential interruption of electrical supply. The possible continued uncertainty as to the availability of electrical power may be a changed condition of the environment under which the project would be carried out. However, in contacting the entities responsible for power generation and distribution, this change in circumstance would not affect the ability to adequately address the demands created for electrical power consumption by the project (see project-specific analysis below).

5.10.2 Impact Analysis

5.10.2.1 Impact Assessment Methodology and Significance Thresholds

The potential impacts to electricity service resulting from the proposed changes to the project were assessed based upon review of the Ventura County Initial Study Assessment Guidelines (2000) and personal communication with SCE (Frazier, August, 2001). According to the Initial Study Assessment Guidelines, utility providers should be contacted in order to ascertain the project's impacts on or demand for utilities, and whether or not these impacts would be significant. It states that almost all projects will directly or indirectly use energy, and

no individual project is considered as having a significant impact because: "solar, wind and hydraulic energy sources are renewable, and petroleum resources are covered separately."

5.10.2.2 Project-Specific Impacts

All electricity service to Specific Plans 7, 8, and 9 will be provided by SCE, therefore the impact of the project as a whole needs to be considered. The project would result in a net reduction of 132 residential units and 48,600 square feet of commercial space. Thus, the proposed changes would result in less electrical service needs than the previously approved plans. Based on an average electrical usage of 21.1 Kilowatt hours (KwH) per day per home (EIR No. 301, Site I, City of Thousand Oaks, 1994), the proposed project would decrease the need for residential electrical service by approximately 2,785 KwH per day and commercial electrical demand by an estimated 4,435 KwH per day (based on a SCE usage factor of 33.3 kWh per square foot per year for regional shopping centers).

In a letter dated August 17, 2001, SCE wrote that "SCE stands ready to install electrical distribution facilities, in accordance with then applicable tariff schedules which are the effective rates and rules of the Southern California Edison Company on file with an approved by the California Public Utilities Commission and subject to the receipt of such permits or other authorizations from public agencies as may be required for such installation. When requested by the developer or individual applicant, extension of facilities within or to reach the tract or parcel require advances under provisions set forth in Rule No. 15. An underground service lateral from the installed underground distribution system within the development of individual parcels will be in accordance with Rule No. 16. Should an individual applicant require service to his parcel prior to the installation of an underground distribution system to and within the development, as may be installed at the expense of a developer, or within a development for which the developer has undertaken no obligation for the installation of an underground distribution system, an advance will be required from the individual as set forth in Rule No.15."

Based upon communication with SCE staff, all proposed development can be provided with electrical service. The proposed project would result in a beneficial impact by reducing the need for electrical power. No cumulative impacts are anticipated as SCE has indicated no problems in serving the project vicinity.

5.10.3 Mitigation Measures

5.10.3.1 Project-Specific Mitigation

Although the project would not result in a significant impact on electrical service, mitigation measures identified in previous environmental documents applicable to the project sites should be applied to the projects as applicable. These measures are described below.

As identified within EIR No. 144 (Specific Plan 7, City of Thousand Oaks, 1981), there are three basic approaches to energy conservation being recommended for inclusion within plans for project development. The first is siting and orientation of development in relation to climatic conditions, the second is applying various construction materials and landscaping in

order to shade or insulate, and the third involves the use of alternative energy sources, such as solar energy techniques. As stated, many options are open to the City if it chooses to encourage energy conservation in new development. In any event, State mandated standards applicable to energy conservation would have to be met. However, these standards apply only to energy efficiency of appliances and building techniques. Other more innovative measures related to alternative energy sources could be initiated by the City as part of their overall planning program.

FEIR No. 269 (City of Thousand Oaks, 1990) recommends similar mitigation measures which should be considered in building design and siting at the development permit stage, and also adds the following recommendations: Use of fluorescent lighting rather than less efficient types of lighting, as well as the benefits of natural lighting. In addition, an "outside air economy cycle" should be considered to introduce natural air into the system when outside temperature conditions are favorable, and heat recovery systems to collect and store rejected heat for subsequent usage.

To further promote energy efficiency, this EIR recommends the use of high pressure sodium lights.

5.10.3.2 Cumulative

The project would not contribute to a cumulative impact regarding electrical service given the total net reduction in housing development, however, the previously identified mitigation measures should be considered prior to project development of the individual sites in order reduce the less than significant impacts associated with cumulative build-out of the project vicinity service area.

5.10.4 Residual Impacts

There are no residual impacts associated with the proposed project. Although SCE has indicated no problem in providing electrical service to the project sites, this does not guarantee that any future energy production shortages would not result in brown-outs/blackouts or other energy management scenarios affecting the project sites. It should also be noted that development of additional energy resources results in environmental effects that should be evaluated in environmental documentation for such projects.

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5.11 SCHOOLS

The following Section is based in part upon the following documents: *Final Environmental Impact Report No. 144, Specific Plan No. 7* (City of Thousand Oaks, February 20, 1981), *Dos Vientos Ranch Public School Facilities Analysis and Mitigation Plan* (Sage Institute, June, 1985), *Final Environmental Impact Report No. 148, Specific Plan No. 8, Specific Plan No. 9, LU-85-143 and Annexation No. 89* (City of Thousand Oaks, February 9, 1987), *Final Supplemental Environmental Impact Report No. 301, Dos Vientos Ranch Specific Plan No. 8, Tentative Tract Nos. 5073, 5074, 5080, 5094, 5095, and 5096* (City of Thousand Oaks, June 16, 1998). These documents are available for review at the City of Thousand Oaks, Planning Department, 2100 Thousand Oaks Boulevard, Thousand Oaks, California. In addition to these reports, information obtained by personal communication with staff from *Conejo Unified School District* (Sean Corrigan, Director of Planning and Facilities, 2001), and representative schools within the District (Cypress, Sycamore Canyon, and Walnut Elementary Schools, Sequoia Middle School, and Newbury Park High School) was obtained in order to assess the potential impacts to schools as a result of the proposed changes to the project.

5.11.1 Setting

a. Rancho Conejo Specific Plan 7

According to the Attendance Boundaries Map (August, 2000) provided by the Conejo Valley Unified School District (CVUSD), properties effected by the Western Plateau Specific Plan within the Rancho Conejo Specific Plan 7 area are designated for attendance at Walnut Elementary School, located at 581 Dena Drive in Newbury Park. The total capacity of Walnut Elementary is ~~600~~ approximately 555 regular education students (Corrigan, personal communication, December 2001). ~~and~~ Enrollment as of October, 2001 was 497 students (White, personal communication, October, 2001). Grades 7-8 attend Sequoia Middle School, located at 2855 Borchard Road in Newbury Park. At this time, Sequoia Middle School is currently at capacity with 1,115 students (Berger, personal communication, October, 2001), however, the campus has space available for relocatable classrooms to accommodate up to 1,400 students. Students in grades 9-12 attend Newbury Park High School, located at 456 North Reino Road. Newbury Park High School has a capacity of approximately 2,000 students, with current enrollment at 1,672 students (Luster, personal communication, October, 2001).

The prescribed maximum walking distance for students enrolled in school, other than Special Education classes, in the District ranges from a maximum of 2 miles for Kindergarten to a distance of 3.5 miles for grades 9-12. Student transportation, when provided, is paid by parents and subsidized by the District.

b. Dos Vientos Specific Plans 8 and 9

The Attendance Boundaries Map (August, 2000) provided by CVUSD, indicates that properties within Dos Vientos Specific Plan areas 8 and 9 are designated for attendance at the future Sycamore Canyon Elementary School ~~and middle school~~ (Site C) ~~as proposed~~.

According to the District, the elementary school will be constructed for an August 2002 opening. Until that time, students within the Dos Vientos attendance boundaries are attending Cypress Elementary School in temporary modular classrooms, which are considered to be part of Sycamore Elementary School, and are not included in Cypress Elementary enrollment numbers. Once construction is complete, the staff and students currently sharing Cypress Elementary will be relocated to the permanent site of Sycamore Canyon Elementary School within Dos Vientos Ranch (Mo Hobelmann, Office Manager, personal communication, October, 2001). Further, students from Specific Plan Areas 8 and 9 will also attend Sequoia Middle School located at 2855 Borchard Road in Newbury Park. However, with the proposed project the Sycamore Elementary School site would be expanded to 14.5 acres to include a middle school (grades 6-8). Project-generated middle school students within Dos Vientos would be able to attend school at the Sycamore site once the grades 6-8 program is established. Students from this area will also attend Newbury Park High School, located at 456 North Reino Road.

As described previously, the prescribed maximum walking distance for students enrolled in school, other than Special Education classes, in the District range from a maximum of 2 miles for Kindergarten to a distance of 3.5 miles for grades 9-12. Student transportation, when provided, is paid by parents and subsidized by the District.

5.11.2 Impact Analysis

5.11.2.1 Impact Assessment Methodology and Significance Thresholds

~~Although~~ Tthe State mandates a maximum student-teacher ratio of 33:1 for kindergarten and 32:1 for grade 1-3~~, some individual schools in Thousand Oaks consider this to be too many students per teacher. In these cases, CVUSD administrative standards are used as thresholds~~. The current CVUSD student-teacher ratio standards are as follows: K though 3 (~~20~~ 19:1) and 4-12 (30:1). The project impact assessment for schools was based upon an estimate of project student generation using CVUSD student generation rates and available school capacities as provided by CVUSD.

5.11.2.2 Project-Specific Impacts

a. Rancho Conejo Specific Plan 7

The preservation of Site A as open space will not contribute to the number of students attending schools, and therefore will not impact schools within the Newbury Park Area. Site B has changed from 75 to 94 low-density single-family homes. The development of 94 single-family homes will result in approximately 33 students attending Walnut Elementary, 11 students attending Sequoia Middle School, and 24 students attending Newbury Park High School upon project completion. This is a significant reduction compared to the previously approved land use scenario which would have resulted in 78 elementary, 27 middle, and 56 high school students (See Tables 5.11-1 and 5.11-2, below). As previously stated, the current enrollment for Walnut Elementary is 497 students. This elementary school has a total capacity of approximately ~~610~~ approximately 555 students, therefore, the addition of 33 students can be

accommodated at current capacity levels. Sequoia Middle School is currently at capacity with enrollment of 1,115 students. However, based upon communication with school principal Michael Berger (October 1, 2001), it is expected that Sequoia Middle School will be able to accommodate up to 1,400 ~~for any increase in~~ students utilizing temporary classrooms. ~~until Sycamore Canyon Elementary/Middle School is complete in August of 2002~~. Therefore, the generation of an additional 31 middle school students is expected to be adequately accommodated and would result in less than significant impacts with the implementation of approved mitigation measures and the payment of standard development fees. Newbury Park High School has a current enrollment of 1,672. The capacity for the high school is capacity of 2,000 students. Based on these figures, the addition of 24 students as a result of development at Site B is not expected to be significant.

Table 5.11-1. Student Generation Specific Plan 7- Approved Land Use Scenario

No. of Units by Type	Student Generation Factor for K-5	No. of Students K-5	Student Generation Factor for 6-8	No. of Students 6-8	Student Generation Factor for High School	No. of High School Students
222 Single Family Homes	0.35	78	0.12	27	0.25	56
0 Apartments	0.15	-	0.05	-	0.10	-
0 Condos	0.25	-	0.09	-	0.18	-
0 Senior Housing Units	0.00	-	0.00	-	0.00	-
0 Affordable Housing Units	0.10	-	0.05	-	0.05	-
TOTAL:	-	78	-	27	-	56

Table 5.11-2. Student Generation Specific Plan 7- Proposed Land Use Scenario

No. of Units by Type	Student Generation Factor for K-5	No. of Students K-5	Student Generation Factor for 6-8	No. of Students 6-8	Student Generation Factor for High School	No. of High School Students
94 Single Family Homes	0.35	33	0.12	11	0.25	24
0 Apartments	0.15	-	0.05	-	0.10	-
0 Condos	0.25	-	0.09	-	0.18	-
0 Senior Housing Units	0.00	-	0.00	-	0.00	-
0 Affordable Housing Units	0.10	-	0.05	-	0.05	-
TOTAL:	-	33	-	11	-	24

b. Dos Vientos Specific Plans 8 and 9

The proposed land use scenario will result in approximately 90 elementary students designated for attendance at Sycamore Canyon Elementary School (proposed Site C). This is 79 more students than under the approved land use scenario. Until approval and completion of Sycamore Canyon Elementary School on Site C in August of 2002, these 90 students will be accommodated by the temporary site of Sycamore Canyon Elementary School located on Cypress School grounds. Given the completion of Sycamore Canyon by this date, and the current levels of capacity in Cypress and Sycamore Canyon Elementary Schools, the generation of 90 students is not considered a significant impact with the implementation of approved mitigation measures and the payment of standard development fees. The proposed development will also generate approximately 31 middle, and 63 high school students. These figures are substantially higher than the previously approved project (26 and 60 students higher respectively), due to the removal of 275 senior and 75 affordable housing units from the project which were replaced by 128 apartments and 171 condominiums, both of which have a higher student generation rate factor (See Table 5.11-3 and 5.11-4, below). Currently, Sequoia Middle School is at capacity with enrollment of 1,115 students. However, it is expected that Sequoia Middle School will be able to accommodate ~~for any increase in~~ up to 1,400 students utilizing temporary classrooms until Sycamore Canyon Elementary is expanded to incorporate a Middle School. ~~is complete in August of 2002~~. Therefore, the generation of an additional 31 middle school students is expected to be adequately accommodated and would result in less than significant impacts with the implementation of approved mitigation measures and the payment of standard development fees. Newbury Park High School has a current enrollment of 1,672. The capacity for the high school is 2,000. Based on these figures, the addition of 63 students as a result of the proposed development is not expected to be with the implementation of approved mitigation measures and the payment of standard development fees.

Table 5.11-3. Student Generation Specific Plans 8 and 9- Approved Land Use Scenario

No. of Units by Type	Student Generation Factor for K-5	No. of Students K-5	Student Generation Factor for 6-8	No. of Students 6-8	Student Generation Factor for High School	No. of High School Students
9 Single Family Homes	0.35	3	0.12	1	0.25	2
0 Apartments	0.15	-	0.05	-	0.10	-
0 Condos	0.25	-	0.09	-	0.18	-
275 Senior Housing Units	0.00	0	0.00	0	0.00	0
75 Affordable Housing Units	0.10	8	0.05	4	0.05	4
TOTAL:	-	11	-	5	-	6

Table 5.11-4. Student Generation Specific Plans 8 and 9- Proposed Land Use Scenario

No. of Units by Type	Student Generation Factor for K-5	No. of Students K-5	Student Generation Factor for 6-8	No. of Students 6-8	Student Generation Factor for High School	No. of High School Students
79 Single Family Homes	0.35	28	0.12	10	0.25	20
128 Apartments	0.15	19	0.05	6	0.10	13
171 Condos	0.25	43	0.09	15	0.18	30
0 Senior Housing Units	0.00	-	0.00	-	0.00	-
0 Affordable Housing Units	0.10	-	0.05	-	0.05	-
TOTAL:	-	**90**	-	**31**	-	**63**

Student generation factors were provided by CVUSD (October, 2001).

5.11.3 Mitigation Measures

5.11.3.1 Project-Specific

a. Rancho Conejo Specific Plan 7

There are no impacts associated with the proposed changes to Specific Plan 7 therefore, no mitigation is required.

b. Dos Vientos Specific Plans 8 and 9

Measures previously incorporated into FSEIR No. 301 (City of Thousand Oaks, 1994) include the construction of a 14.5-acre elementary school and neighborhood park. Now the 14.5 acres will be a combination elementary and middle school (Site C). In addition, this report states that mitigation imposed as conditions of approval of Specific Plans 8 and 9 includes:

S1 Direct pedestrian/bicycle access shall be provided to the proposed elementary school site from Planning Unit No. 5. In addition, any future projects approved within Planning Unit No. 11 shall provide direct pedestrian and bicycle access to Cypress Elementary school.

S2 A safe interconnected system of sidewalks and bike paths providing access to schools shall be designed to be clearly visible from surrounding areas and shall not create "tunnels" or "below grade undercrossings".

S3 Crossing guards shall be required at various intersections and locations as determined by the Conejo Unified School District.

The following measure is required to be implemented by the applicants:

S4 The applicant shall pay the appropriate school mitigation fees.

5.11.3.2 Cumulative

The cumulative number of students generated as a result of the proposed land use scenario for Specific Plans 7, 8, and 9 is a net increase of ~~114~~ 69 students as compared to the previously approved land use scenario. By grade level, the project would cumulatively result in a net total of an additional 34 elementary students, 10 middle school students, and 25 high school students. By specific plan area: the project would result in the reduction of 93 students within the Specific Plan 7 area and an increase of 162 students in the Specific Plans 8 and 9 area. However, based on approval and completion of Sycamore Canyon elementary/middle school (Site C) as part of the Master Plan for the District, and as provided for by the proposed project through the increase in the school site size from 10 acres to 14.5 acres, this increase in students as a result of the proposed changes in development will not significantly contribute to cumulative impacts to schools in the Newbury Park area with the implementation of already approved mitigation and payment of standard development fees. The District's Master Plan is updated annually and forecasts facilities needed to serve pupil populations at all levels based on the full buildout of land uses pursuant to the Thousand Oaks General Plan.

5.11.4 Residual Impacts

Implementation of the mitigation measures identified above are considered to reduce all impacts to a less than significant level.

5.12 SOLID WASTE

This section is based in part upon the following reports: *Final Environmental Impact Report No.144, Specific Plan No. 7* (City of Thousand Oaks, February 20, 1981), *Final Environmental Impact Report No. 148, Specific Plan No. 8, Specific Plan No. 9, LU-85-143 and Annexation No. 89* (City of Thousand Oaks, February 9, 1987), *Final Supplemental Environmental Impact Report No. 301, Dos Vientos Vesting Tentative Tract No.4831* (City of Thousand Oaks, June 27, 1994), *Final Subsequent Environmental Impact Report No.303,* (City of Thousand Oaks, June 1996), *Ventura County Initial Study Assessment Guidelines* (2000). These reports are available for review at the City of Thousand Oaks, Planning Department, 2100 Thousand Oaks Boulevard, Thousand Oaks, California. In addition to this review, the City of Thousand Oaks Solid Waste Management/Recycling Department, and local area landfills were contacted to further assess the impacts to solid waste within the area: *SWMD, Greene, Senior Management Analyst,* (August 8, 2001), *Simi Valley Landfill, Kiesler, District Manager,* (August 9, 2001), *Calabasas Landfill, Durant, Waste Manager,* (August 9, 2001).

5.12.1 Setting

Refuse collection services in the City of Thousand Oaks and surrounding areas are provided by contract with franchised refuse haulers. Two haulers currently serve the residential community, G.I. Rubbish (central and east Thousand Oaks), and Newbury Disposal (Newbury Park Area). G.I. Rubbish would provide service to the commercial areas proposed, including the park and community facility sites. Newbury Disposal would likely serve the residential portions of the project area. Solid waste from the area is primarily taken to the Calabasas and Simi Valley Landfills (Greene, personal communication, August 8, 2001).

The Simi Valley Landfill is owned by Waste Management Incorporated, and is permitted to receive a maximum of 3,000 tons of solid waste/day; however, they usually receive an average of 2,200 tons/day, or 803,000 tons/year. Their permit is current through June of 2004. As of May 5, 2001, 9,149,000 cubic yards of space were remaining at the landfill. Based on these figures, the landfill has approximately 8-12 years of operation remaining. The landfill is currently proposing an expansion project that if approved, would increase the capacity of the landfill for an additional 20-30 years (Kiesler, personal communication, August 9, 2001).

The Calabasas Landfill is owned by the Los Angeles County Sanitation District. The Calabasas Landfill is permitted to receive a maximum of 3,500 tons of solid waste/day. Daily disposal at this landfill is approximately 1,200-1,300 tons/day, or 438,000 to 472,500 tons/year. Based on these daily averages, the Calabasas Landfill has an estimated 30 additional years before closure (Durant, personal communication, August 9, 2001).

In accordance with AB 939, the City of Thousand Oaks has adopted a "source reduction and recycling element" (February, 1992). This required a 50 percent reduction of solid waste disposal to landfills. Per written correspondence with the City of Thousand Oaks Solid Waste Management/Recycling Department (Greene, August 8, 2001), the City of Thousand Oaks' reduction from disposal as of 1999 was 66 percent. According to this department, 95,000

of the cumulative 200,000 tons of solid waste generated each year in Thousand Oaks are being sent to landfills.

5.12.2 Impact Analysis

5.12.2.1 Impact Assessment Methodology and Significance Thresholds

The potential solid waste impacts of the proposed project were assessed based upon communication with staff from the City of Thousand Oaks Solid Waste Management/Recycling Department (SWMP) and the Ventura County Initial Study Assessment Guidelines (2000). According to the Ventura County Initial Study Assessment Guidelines, sufficient permitted solid waste disposal capacity must be available to accommodate the solid waste disposal needs of all new projects. Further, it states that the Countywide Siting Element (CSE) shall demonstrate that there is a countywide or regionwide minimum of 15 years of combined permitted disposal capacity, through existing or planned solid waste disposal or transformation facilities or through additional strategies. Because available disposal capacity is constantly changing, any projects generating solid waste should be referred to the Solid Waste Management Department. Compliance with applicable state regulations enforced by EHD/LEA will reduce potential impacts to a less than significant level.

5.12.2.2 Project-Specific Impacts

According to the City of Thousand Oaks SWMD, solid waste generation within the City is based on a per capita generation rate (Greene, personal communication, 2001). This method factors in waste generated by different land uses (e.g., commercial and industrial as well as residential). As solid waste from the Specific Plan 7, 8, and 9 areas is all part of a combined waste stream that would be disposed by Newbury Disposal and G.I. Rubbish at area landfills, only the impact of the project as a whole needs to be considered. The project would result in a net reduction of 109 residential units. Based upon the official state demographic estimates provided by the County of Ventura Resources Management Agency, as of January 2000, there was an average of 2.884 persons per dwelling unit in the City. The proposed project would therefore accommodate an estimated 314 fewer persons than would be accommodated under the current land uses. Thus, the proposed project would result in less solid waste generation than would result with development of the land uses currently approved. Additionally, as indicated above, Ventura County determines solid waste impacts to be less than significant if it can be demonstrated that there is adequate landfill capacity for the next 15 years. It appears that between the Calabasas and Simi landfills there will be adequate capacity for the next 15 years. Therefore, the proposed project would not have a significant adverse solid waste impact from either a project-specific or a cumulative basis.

5.12.3 Mitigation Measures

5.12.3.1 Project-Specific

Although the proposed project would not result in a significant solid waste impact, it is recommended that all project developments include coordination with the City of Thousand Oaks Solid Waste Management staff to develop appropriate recycling programs.

5.12.3.2 Cumulative

The project would not contribute to a cumulative impact regarding solid waste given the total net reduction in housing development.

5.12.4 Residual Impacts

There are no residual impacts associated with the proposed project, due to a net reduction in housing development and commercial square footage that will result in less solid waste than the previously approved project. Development of Sites B-I would result in the reduction of the solid waste disposal capacity of area landfills. However, the proposed project would reduce the amount of solid waste requiring disposal from these sites, this is considered a beneficial effect.

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6.0 ALTERNATIVES

6.1 NO PROJECT

The No Project Alternative would result in development of Sites A, B C, D, E, F, G, H, and I under the allowable land use designations as currently exist in Specific Plans 7, 8 and 9.

According to the Final EIR for MGM Ranch Specific Plan 7 Annexation 96 FEIR No 144 (City of Thousand Oaks, 1981), development of the Western Plateau, Site A would have required construction of a collector road to the site from the existing/proposed roadway network. Three alternatives were evaluated and all three would have required extensive grading in areas with slopes over 35 percent and would require cuts and fills well in excess of City standards (page 13, FEIR No. 144). The preferred roadway alignment Alternative C which was ultimately included in the Specific Plan would require extensive cutting and grading of canyon walls with cutting in the ridge below Planning Unit No. 2 resulting in cut heights from 50 to 80 feet and a maximum fill depth of 30 feet (page 14, FEIR No. 144). Development of the road would require removal of numerous oaks and other specimen trees as it crosses the drainage courses in the canyon. The EIR further stated that Planning Unit 9 (Site A) should be reconsidered as to its development capabilities due to the topographic as well as other significant impacts associated with the access and public utility problems inherent in its urbanization. These impacts would be associated with the No Project Alternative as well as on site geologic impacts at Site A such as the requirement for blasting of bedrock.

This alternative would avoid the adverse visual impact associated with grading at Site H. However, more significant visual impacts associated with the Development of Site and A and its required access road would result.

This alternative would not preserve the existing vegetation on Site A, which is comprised of mainly non-native and native grassland and xeric scrub with patches of the following additional vegetative types:

- Chaparral
- Coastal Sage Scrub
- Oak Woodland
- Sycamore Woodland

The habitat provided by Site A for a variety of animals including rodents, birds, badgers, coyote, bobcat, gray fox, mountain lion, raptors and other species would also be lost. However, the exacerbation of indirect impacts to off-site vegetation and wildlife within the Specific Plan 8 and 9 areas would be avoided.

Water quality impacts associated with the construction and urbanization of site A would not be avoided under this alternative.

Significant but mitigable noise impacts to sensitive receptors on Calle Del Prado and Rancho Dos Vientos Drive that would be associated with the proposed increased density of development within Specific Plans 8 and 9 would be avoided under this alternative. However, noise impacts associated with the development of Site A would remain.

The substantial reduction in air pollutant emissions associate with the proposed project would not be realized under the "No Project" Alternative.

This alternative would not provide for the use of Site A (191 acres) as an open space resource for recreational purposes. However, Site H (5 acres) would be retained as open space.

This alternative would not avoid the mitigable impact to archaeological site VEN-272, located within Site A, which was the location of a series of lithic manufacturing workshops where stone blades were produced.

This alternative would result in additional requirements for public services (e.g., schools, police and fire protection) and utilities (e.g., domestic water, wastewater treatment capacity) to accommodate residents on Site A.

6.2 PURCHASE AND REDUCED DENSITY - MODIFIED DESIGN

The City's purchase of the Western Plateau was evaluated as a possible project alternative. Considering the exclusive location, estate type of lots, views, and the closing sales prices of other 1 acre+ raw land lots in the City, each of these 1-acre lots could have a fair market value of around the $1,000,000. The Western Plateau land could eventually produce a total gross land value of more than $147,000,000. Using a very preliminary rough estimate of infrastructure costs of $45,000,000 to develop the 147 lots on the Western Plateau, its land value would be substantial and in the millions of dollars for a City acquisition of this land.

The City does not have unrestricted funds at that level for such an acquisition at the present, nor is it expected to have sufficient unrestricted funds in the forseeable future. State or federal funding sources are also unfeasible because succeeding in the competitive process of eventually receiving adequate funds is very speculative and Shapell Industries is not willing to wait for the completion of the lengthy process of the City's exploring availability, making applications for and trying to secure possible state or federal funding (a competitive process which generally takes years; in addition, any state funding consideration is made more unlikely by the fact the property owner has an interest in a public acquisition without such state assistance through this transfer of development rights concept). The urgency in considering the project, as proposed, is supported by the fact Shapell Industries has a filed, pending, development application to develop this land into a 147-lot subdivision which the City must process pursuant to Permit Streamlining Act of state law under the existing Specific Plan land use designations. Finally, such an acquisition would not accomplish the other City benefits and goals of the Project.

6.3 ALTERNATIVE LOCATION

The City of Thousand Oaks General Plan, as well as the Rancho Conejo Specific Plan No. 7, and Dos Vientos Specific Plans Nos. 8 and 9, designates Project Sites A, B, C, D, E, F, G, and I for future development. The only exception to this statement is Site H, which is presently designated as open space and is proposed to developed as a neighborhood park, which is a compatible land use identified by the City's General Plan. As noted above, the project applicant's willingness to participate in the "Western Plateau Preservation Plan", is dependant upon the City's approval of the pending entitlement applications for parcels of land under their ownership. For this reason, consideration of alternate sites over which the applicant's have no direct control or actual interest in fee title is not deemed feasible.

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Pursuant to Section 15126.6 of the CEQA Guidelines, an EIR must discuss alternatives to the project which are capable of avoiding or substantially lessening any potentially significant Class 1 environmental impacts of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. Correspondingly, such reasonable and potentially feasible alternatives should be discussed that will foster informed decision making and public participation.

The only potentially Class 1 environmental impact of the Project requires the grading and topographic modification of 6.75 acres of moderate to steeply sloping natural open space within Specific Plan Nos. 8 and 9 (Site H) in order to provide the land area needed for a neighborhood park and also a new middle school site. This aspect of the Project also allows for a balanced grading operation within Specific Plan Nos. 8 and 9 by generating additional earthen fill material needed for other described aspects of the Project. An environmentally superior alternative avoiding the grading of Site H would be to eliminate the new middle school site from the Project. The neighborhood park would then remain in its currently approved location adjacent to the elementary school site. If this alternative was selected it would then require importing necessary earthen fill material for the Project, which is prohibited under the previously approved conditions of Dos Vientos Specific Plans 8 and 9 in order to avoid impacting the residential neighborhoods along Wendy Drive and Borchard Road. Obviously, this prevents the attainment of one of the important Project objectives due to loss of a proposed middle school site, which is a significant community benefit identified by the Conejo Valley Unified School District. As a result, consideration of such an environmentally superior alternative must be balanced and weighed by the decision makers against these negative effects.

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7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the State CEQA Guidelines states that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of the project were determined not to be significant and were therefore not discussed in the EIR. This section provides such a discussion and was in part based upon the following references: *Project Description and Initial Environmental Study, Western Plateau Preservation Plan (*City of Thousand Oaks, June, 2001), *Final Environmental Impact Report No.144, Specific Plan No. 7* (City of Thousand Oaks, February 20, 1981), *Final Environmental Impact Report Tract 4366V, RPD 88-392, Oak Tree Permit OTP 762, Development Allotment DA 89-1, Development Agreement* (City of Thousand Oaks, 1989), *Environmental Impact Report, Volume III-Special Consultant Studies, Dos Vientos Ranch Specific Plans 8 and 9,* (City of Thousand Oaks, 1984), *Final Environmental Impact Report No. 148, Specific Plan No. 8, Specific Plan No. 9, LU-85-143 and Annexation No. 89* (City of Thousand Oaks, February 9, 1987), *Final Environmental Impact Report No. 269, General Plan Amendment LU 89-180 Specific Plan 7, Amendment No. 3, Amendment No. 1 to Development Agreement with Shapell Industries* (City of Thousand Oaks, 1990), *Final Supplemental Environmental Impact Report No. 301, Dos Vientos Vesting Tentative Tract No. 4831* (City of Thousand Oaks, June 27, 1994), *Final Subsequent Environmental Impact Report No. 303,* (City of Thousand Oaks, June 1996), *Dos Vientos Open Space Management Plan* (Urban Design Group, February 1996), *Final Supplement Environmental Impact Report No. 301, Dos Vientos Ranch Specific Plan No. 8, Tentative Tract Nos. 5073, 5074, 5080, 5094, 5095, and 5096* (City of Thousand Oaks, June 16, 1998) and communications with representatives from affected agencies.

7.1 ARCHAEOLOGICAL RESOURCES

7.1.1 Rancho Conejo Specific Plan 7

The project would not result in impacts to archaeological resources within Site A due to complete avoidance of any sensitive areas likely to contain such resources within this area.

FEIR No. 144, Specific Plan 7 (City of Thousand Oaks, February 20, 1981) states that a number of archaeological investigations of the Specific Plan 7 area have been undertaken by the UCLA Archaeological Survey. These reports indicated that there are 26 known archaeological sites within the boundaries of Specific Plan 7. Five of the 26 known sites (identified above) have sub-surface components. None of these sites were identified as being located within Site B. Since Site B has already been graded any necessary archaeological mitigation relevant to the site has been conducted. No further impacts to archaeological resources are anticipated as a result of the proposed land use change.

7.1.2 Dos Vientos Specific Plans 8 and 9

As part of FEIR No. 148 (City of Thousand Oaks, 1987) a thorough records search and field reconnaissance of the entire Dos Vientos Ranch, including all proposed areas to be

developed, was conducted by the UCLA Archaeological Survey in late 1976 and early 1977. As a follow-up to these preliminary investigations, another survey of the property was undertaken and completed by Clay Singer in June of 1987. Field reconnaissance by two person teams carefully inspected all potentially habitable areas. During the survey, two small archaeological deposits were found. These sites have been recorded and assigned official state numbers CA-VEN-552 and CA-VEN-553. Both are located in old Planning Unit 22 (open space). Both sites are limited in size and neither appears to incorporate a midden or substantial surface deposit. These sites are located outside of the currently proposed project areas.

As part of FSEIR No. 303 (City of Thousand Oaks, 1996) for VTT4963, (which included current Sites G, I) a search for all pertinent records, maps, and documents on file at UCLA Archaeological Information Center was conducted. Available site data was also supported with field surveys conducted by W and S Consultants between August 4 and August 20, 1989. This records check revealed the presence of two previously recorded sites within the subject area of the FSEIR. CA-VEN-552, and CA-VEN-553, recorded in 1978. The two sites are found on different portions of the same landform (located within old planning Unit 23-retention basin/to be preserved as open space. Based on the mapped locations of these 2 sites found within VIII - Technical Appendices of this report (Phase One Archaeological and Historical Resource Survey, prepared by W and S Consultants, August 28, 1989), these archaeological sites are not located within the current sites G and I considered in this environmental document.

As indicated above, there are no known, or previously recorded archaeological resources existing within the limits of Sites C, D, E, F, G, H and I. Additionally, there is no new archaeological information from field work conducted in the project area that would indicate the need for further archaeological field surveys of the site. Finally, the following previously approved mitigation measure applies to the project:

- Subsurface archaeological, paleontological, or historic resources which are subsequently encountered during grading or excavation activities are addressed in Subsection 7-3.09(i)(2) of the Thousand Oaks Municipal Code. All material finds must be reported within 72 hours to the Director of Public Works, and all grading will be temporarily suspended until sites are evaluated by qualified professionals within 5 working days of the reported find, etc...

Therefore, no impacts to archaeological resources are anticipated from the proposed land use changes.

7.2 LAND USE

7.2.1 Rancho Conejo Specific Plan 7

Site A will be changed to open space, which is compatible with adjacent land also designated as open space. Site B will increase in density from 2.4 dwellings per net acre to 3.0 dwellings per net acre, which is consistent with underlying General Plan range (2 to 4.5 dwellings per net acre) and less dense than the adjacent Planning Unit 3 (6.1 dwelling per net

acre). With such changes the City's General Plan is internally consistent. The changes advance the open space preservation, recreational and other goals within, and are therefore consistent with the City's Conservation and Open Space elements. The loss of the high end large home housing designated for the Western Plateau is consistent with the goals and objects of the City's housing element. Therefore, no significant land use impact is anticipated from the proposed changes in Specific Plan 7.

7.2.2 Dos Vientos Specific Plans 8 and 9

Site C is a school planned to serve adjacent residential areas.

Site D is a multiple family housing area, proposed for a lower density than now permitted by the Specific Plan (299 units versus 350).

Site E is a neighborhood commercial center, proposed to incorporate a small community facility. Site E is consistent with the approved Specific Plan and compatible with adjacent residential land uses and the circulation system.

Site F is proposed to be developed with homes comparable to the adjacent approved residential development.

Site G is proposed for a very low density residential development, adjacent to open space and other very low density areas.

The Western Plateau Preservation Plan would change of a portion of Planning Unit 23 (Site H), which is currently designated as "Permanent Open Space", to a park. This would be compatible with surrounding residential and school land uses.

The project does involve concurrent changes to the Dos Vientos Specific Plan and the City's General Plan to insure that consistency of the various entitlements with these Plans is maintained. With such changes the City's General Plan is internally consistent. The changes advance the active recreational and public education goals within, and therefore consistent with, the City's Social and Open Space Element(s). The existing reservation of some land in Site D for the possible future private development of 225 affordable units does not assure any such housing will ever be constructed. The land owner has done an analysis and indicates that such development is not economically feasible. The changes provide needed entry level and lower cost housing (which is more affordable than the large estate or high end housing), in the form of home ownership opportunities via the 171 condominiums and rental opportunities via the 128 market rate apartments. The exchange of a site reserved for the possible private development of 225 affordable units for $500,000 and the *actual* construction of at least 50 affordable on land to be identified and provided to it by the City is consistent with the goals and objects of the City's Housing Element.

7.3 SURFACE WATER QUALITY/QUANTITY

7.3.1 Rancho Conejo Specific Plan 7

The major surface water feature within the Specific Plan 7 area is the Arroyo Conejo and its tributaries. FEIR No. 144 (City of Thousand Oaks, 1981) evaluated the impacts of buildout of the Specific Plan area on water quality. At that time, the waters of the Arroyo Conejo and its North Fork were found to be at acceptable levels in terms of temperature, turbidity, suspended solids, fluoride, total dissolved solids, electroconductivity, total coliform, MBAS (Methyl Blue Active Substances), ph and dissolved oxygen. Water quality samples taken for the report as well as the prior Conejo Canyon Study indicated that the Arroyo Conejo continued to have problems with respect to the biological properties of the water, specifically in terms of fecal coliform counts and oil and grease.

FEIR No. 144 further stated that as development of MGM Ranch (Specific Plan 7) occurs, the increase in non-point source pollution of water courses within the immediate area will occur from construction activities (temporary), creation of impervious surfaces (not only increases the amount of run-off, but also the quantity of pollutants generated by and on such surfaces), and operation/maintenance of new developments. These impacts were determined to be potentially significant. Mitigation measures adopted for the project preparation of a storm water management program at the final plan stage of each specific area. The storm water management program is to include measures for decreasing runoff quantities, increasing infiltration of run-off, minimization of urban pollutants in runoff, and control of soil erosion, sedimentation and erosion of streambanks. This mitigation will be applied to the development of Site B.

The proposed elimination of residential and active recreational land uses on the Western Plateau (Site A) will serve to maintain naturally occurring surface water flows. The proposed changes within the Specific Plan 7 area would reduce the amount of potential contaminants entering surface water associated with development of urban uses.

7.3.2 Dos Vientos Specific Plans 8 and 9

The Dos Vientos Specific Plans 8 and 9 area is located within the drainage area of the upper reached of the South Branch of the Arroyo Conejo Creek (City of Thousand Oaks, 1987). Development of the Specific Plan 8 and 9 areas would have the potential to result in the increase in non-point source pollution of water courses within the immediate area from construction activities (temporary), creation of impervious surfaces (not only increases the amount of run-off, but also the quantity of pollutants generated by and on such surfaces), and operation/maintenance of new developments. This impact may be exacerbated by the increased density of development proposed by the Western Plateau Preservation Plan within the Specific Plans 8 and 9 area. However, surface water detention/bio-filtration basins presently exist with Conejo Mountain Creek and are located immediately downstream from all sites proposed for development. As a result, in-stream flows are not expected to increase

significantly and water quality within this tributary to the South Branch Arroyo Conejo Creek will be maintained (City of Thousand Oaks, 2001).

Additionally, development of all the sites (except site H) would be subject to the National Pollutant Discharge Elimination System (NPDES) program because they involve construction of site larger than 5 acres and would likely require a "general" construction activity permit. This permit requires the owner of the property on which the construction will occur to file a Notice of Intent (NOI) with the Regional Water Quality Control Board (RWQCB). Upon receipt of the NOI, the responsible party is subject to the prohibitions and requirements of the permit. The provisions generally require the following:

- Prohibition of non-stormwater discharges from the site "to the maximum extent feasible."
- Implementation of the best management practices to reduce erosion and sedimentation,
- Development of a stormwater pollution prevention plan prior to the start of construction,
- Implementation of a visual monitoring program and various record-keeping requirements.

Compliance with the NPDES program is intended to mitigate surface water pollution from construction activities.

7.4 AGRICULTURAL RESOURCES

7.4.1 Rancho Conejo Specific Plan 7

Site A would be preserved as open space. Therefore, impacts to agricultural soils would not be an issue.

Based upon a review of the California Department of Conservation Important Farmlands Inventory Map, no important farmlands exist within Site B (Bulla, personal communication, 2001). The site is not presently used for any agricultural purpose, nor is it a part of any agricultural preserve that might receive limited protection under the Williamson Act (Smith, personal communication, 2001). The site is approved for development, however, the proposed project would increase the density of development at the site. Because the site is designated for development and is not presently used for agriculture, there would be no direct adverse agricultural impacts from the proposed change in the density of development at Site B. There are no adjacent agricultural uses to Site B; therefore, no indirect impacts on agriculture are anticipated.

7.4.2 Dos Vientos Specific Plans 8 and 9

The Dos Vientos Ranch property is designated by the City of Thousand Oaks General Plan for future development in accordance with adopted City of Thousand Oaks zoning maps. Based upon a review of the California Department of Conservation Important Farmlands Inventory Map, no important farmlands exist within Sites C - I (Bulla, personal communication, 2001). The project sites are not presently used for any agricultural purpose, nor are they a part of any agricultural preserve that might receive limited protection under the Williamson Act. Because the project sites are not designated to be maintained for agricultural land uses and do not contain important farmlands, the project would not have a significant effect on agriculture. There are no adjacent agricultural uses to Sites C-I; therefore, no indirect impacts on agriculture are anticipated.

7.5 PALEONTOLOGICAL RESOURCES

7.5.1 Rancho Conejo Specific Plan 7

FEIR No. 144 (City of Thousand Oaks, 1981) pertaining to Specific Plan 7, stated that a paleontological survey was completed by Dr. John Cooper, a paleontologist from CA State University, Fullerton for the Specific Plan area. The principle fossil-bearing unit within the Specific Plan area is the Topanga formation whose outcrops are confined to the southeastern part of the property, within and immediately adjacent to the Arroyo Conejo. Field investigation of the Topanga formations exposed three localities of fossils. Although marine, fossil-bearing, Miocene formations are expected to outcrop within portions of the Western Plateau (Site A), preservation of this area would eliminate any potential impacts associated with grading and development. Site B has been identified as an area that should be monitored for fossils by approved qualified paleontologist. In addition, the south-eastern boundary of area B falls within an area designated as Invertebrate Fossil Locality 3-most sensitive to grading activities. Site B has already received rough grading and the grading activity was monitored as required by the approved mitigation measures. The proposed increase in residential density at this site would not result in impacts to paleontological resources.

7.5.2 Dos Vientos Specific Plans 8 and 9

The Specific Plans 8 and 9 areas are underlain by Conejo volcanics. According to the ranking of geologic formations of paleontological importance in the Ventura County area provided in the Ventura County Initial Study Assessment Guidelines (2000), Conejo volcanics have no paleontological importance. Since fossil-bearing formations are not known to exist within the project site, no impacts to paleontologic resources are expected. Additionally, should unexpected resources be encountered, subsurface archaeological, paleontological, or historic resources which are subsequently encountered during grading or excavation activities are addressed in Subsection 7-3.09(i)(2) of the Thousand Oaks Municipal Code. All material finds must be reported within 72 hours to the Director of Public Works, and all grading will be temporarily suspended until sites are evaluated by qualified professionals within 5 working days of the reported find, etc.

7.6 FLOOD HAZARDS

7.6.1 Rancho Conejo Specific Plan 7

FEIR No. 144 (City of Thousand Oaks, 1981) for Specific Plan 7 described the drainages of the project area as follows. The Arroyo Conejo is part of the dendritic stream pattern that drains the Calleguas-Conejo sub-basin of the Santa Clara River Basin. It is tributary to Calleguas Creek at a point near Camarillo. The creeks of the study area serve a total drainage area of approximately 29,000 acres. The major stream channels of the Arroyo Conejo and the North Fork Arroyo Conejo are considered "red line" channels by the County of Ventura, and are under jurisdiction of the Ventura County Flood Control District. The Hill Canyon area forms a broad, flat flood plain near the central portion of the project.

The proposed project drainage system for the Specific Plan 7 was proposed to incorporate an underground storm drain system within development areas, which meets the City of Thousand Oaks drainage policy. The discharges from these storm drains were to be located near the upper reaches of the many water courses which flow into either the Arroyo Conejo or Western Canyons. All drainage run-off from the development areas will be tributary to the Arroyo Conejo Canyon. The increased run-off of the development site for Specific Plan 7 from an undeveloped state to developed condition was estimated to be approximately 20 percent.

The flooding of Arroyo Conejo Canyon during storms of 50 and 100-year frequencies was determined not to endanger homes in the proposed development due to the difference in elevation between the canyon floor and the West and South Plateaus. This was later confirmed in FEIR No. 255 (City of Thousand Oaks, 1989) for Rancho Conejo Tract 4366V and by recent review of updated Flood Hazard Maps for the area (Smith, personal communication, 2001). This would be true for both Sites A and B. Therefore, the project as currently proposed would not be at risk of flooding. However, Site A is not of concern as it would no longer be proposed for development under the current plan.

Mitigation proposed in FEIR No. 144 included working with the Public Works Department in order to design a comprehensive storm drain plan for the property. The increased run-off from the tributary plateau areas is proposed to be controlled by outletting of drainage to not one or two concentrated points of discharge, but to many smaller outlets located within the watercourse to the canyon. Presently, much of the Specific Plan 7 area in the vicinity of Site B is built out and drainage infrastructure is in place. The proposed Site B development would need to comply with the above measure and complete drainage infrastructure in a way that is approved by the City and is consistent with the infrastructure currently in place. As shown in a conceptual hydrology study for Tentative Tract 5342 prepared by Michelle Mechan, P.E., the overall flow leaving Site B would not change over that quantified in the previous hydrology study for the area (Appendix G).

As indicated in FEIR No. 255, areas adjacent to the lower reaches of the Arroyo Conejo and Calleguas Creeks downstream of the subject property have periodically experienced flooding and damage due to insufficient channel capacity, lack of adequate

maintenance, sediment deposition and urbanization of tributary watershed areas. To evaluate the impact of Tract 4366 on the drainage system, the applicant's engineer prepared a preliminary hydrology report. This report was reviewed and approved by the City's consultant. The stormwater runoff for the project was shown to result in a 12.8 to 13.5 percent increase based on acreage of each land use proposed. However, the report notes that the Arroyo Conejo canyon acts as a vast reservoir or a detention basin for peak runoff storage and that a detention system is not necessary to contain the differential runoff volume between the developed and undeveloped conditions.

Because of the overall reduction in development within the Specific Plan 7 area proposed by the project, cumulative peak runoff from Sites A and B would be less than for the approved land uses. Therefore, no significant adverse downstream flooding impacts would result. However, standard mitigation including payment of flood control fees and construction of temporary desilting basins constructed prior to grading activities will be required of development on Site B.

7.6.2 Dos Vientos Specific Plans 8 and 9

Based upon previous EIRs for the Specific Plan 8 and 9 areas (FEIR No. 148, City of Thousand Oaks, 1987 and FSEIR No. 303, City of Thousand Oaks/June 1996), development within the Specific Plan areas would result in modifications to the surface drainage patterns within the Conejo Mountain Creek watershed. The primary impacts associated would be an increase in the runoff volumes and peak flow rates, which in turn creates the potential for flooding both on-site and further downstream. Presently, a drainage system including a series of detention and multi-use basins serve as the primary method for reducing drainage impacts. The system was designed to reduce total runoff from the site to below that which occurred under undeveloped conditions, thereby eliminating any adverse impact to downstream areas. Review of recently up-dated Flood Hazard Maps indicates that residentially developable sites with the Specific Plan are not subject flooding or related hazards (Smith, personal communication, 2001). The proposed increase in built area on Site C and residential density at Site G would increase the amount of impervious surfaces and therefore, runoff from the site. However, the project engineers for Site C and Site G have submitted letters accepted by the City' Public Works Department that indicate the additional impervious surfaces proposed by the current project would not exacerbate downstream flooding as additional flows would adequately be accommodated within the detention basin system (Appendix G).

7.7 HAZARDOUS MATERIALS

7.7.1 Rancho Conejo Specific Plan 7

A review of past environmental documentation for the Specific Plan 7 area, referenced above, revealed no indication of past uses that would have resulted in hazardous materials being present within the project sites (A and B). According to City planning staff, no hazardous material of any kind are known to be present on the sites (Smith, personal communication, 2001). Site A is in an open space natural condition and would remain so under the current plan

and would not result in the use of or expose the public to any hazardous materials. Site B has already been graded, and no hazardous materials were known to be encountered during this process. The site would be developed for residential use. No hazardous materials beyond standard household chemicals are expected to be used at the site. The addition of 19 more units as proposed would not result in hazardous material-related impacts.

7.7.2 Dos Vientos Specific Plans 8 and 9

A review of past environmental documentation for the Specific Plan 8 and 9 areas revealed no indication of past uses that would have resulted in hazardous materials being present within the project sites (C-1). According to City planning staff, no hazardous material of any kind are known to be present on the sites (Smith, personal communication, 2001). The sites would be developed for residential use, commercial, school, community facility and park use. Any use and storage of substantial amounts of hazardous materials at any of the sites would require filing of a Hazardous Materials Business Plan with the County Environmental Health Department. A Hazardous Materials Business Plan typically consists of four parts: 1) an inventory of hazardous materials at the site, which also describes their behavior, characteristics, and health risk; 2) a site map and facilities floor plan indicating the location of the hazardous materials; 3) a hazardous materials emergency response plan; and 4) a training program for all employees. Compliance with this requirement is expected to reduce any impacts associated with the use and or storage of hazardous materials at the project sites. The changes of land use proposed by the project would not substantially change the level of impact associated with hazardous material over development under the currently approved land uses.

7.8 LIGHT AND GLARE

7.8.1 Rancho Conejo Specific Plan 7

Preservation of the of the Western Plateau (Site A) in a undeveloped condition will serve to eliminate any spillover of artificial light and glare into surrounding hillside and canyon areas that are already permanently set aside as natural open space.

Residential development on Site B would introduce additional night lighting into the Specific Plan 7 area. However, lighting sources associated with residential development are not expected to create significant lighting impacts to any nearby uses. No substantial sources of glare are anticipated such as large expanses of glazed materials. The increased density of residential development proposed for Site B is not expected to substantially alter the level of light and glare impact for Site B.

7.8.2 Dos Vientos Specific Plans 8 and 9

Although some limited degree of additional light and glare may be produced at Sites C, G and H; typically, such low intensity residential and institutional lightning is not expected to create significant glare. This is particularly true where surrounding urban land uses already exist or are approved for construction. Such is the case with Dos Vientos Ranch development.

7.9 HOUSING AND POPULATION

7.9.1 Housing Stock

This project will not displace any existing housing, which would otherwise necessitate the construction of additional housing elsewhere. There is no existing housing or construction of any kind on the areas proposed for development in this project. The housing which is proposed to be removed from the Specific Plans had been approved but was not required to be constructed and had not been constructed. This project will not require the construction of replacement housing.

The project will result in a realignment of the housing stock that will be made available through this project. This includes a density reduction in the total number of units approved for future construction. The total net reduction is 132 total units, of which, 4 units are being eliminated from Specific Plans 8 and 9 and 128 units from Specific Plan 7.

The project will also reduce the number of units in the highest and lowest affordable price ranges of the housing stock. Specifically, the project will result in an overall reduction of 156 Estate lots, 147 in Specific Plan 7 and 9 in Specific Plan 9. Also, the project will result in a reduction of 222 apartments in Specific Plans 8 and 9, including the elimination of certain income and age restrictions.

The project will replace these high and low priced units with a varied housing stock which provides homes which are affordable to a wider variety of families. Specifically, there will be 128 unrestricted multi-family rental (apartment) units. There will be an added component of 171 multi-family, for sale units (townhomes), plus 89 new single family units, 70 in Specific Plans 8 and 9, and 19 in Specific Plan 7.

Additionally, the applicants are offering to provide guaranteed construction of 50 units affordable to low and moderate income families. They would also pay a $500,000 fee to offset any further impact the project will have on the ability of the City to provide affordable housing.

7.9.2 Population

This project would not induce population growth in any area or in the City generally. The project will reduce the total number of approved residential units as well as the number of approved units in each specific plan area. All of the development is contained in or adjacent to areas already approved for residential development and no new infrastructure will be required which might facilitate further residential development.

This project will also not displace any people, which would otherwise necessitate the construction of replacement housing elsewhere. There is no existing housing in the areas proposed for development in this project. The housing which is proposed to be removed from the Specific Plans had been approved but was not required to be constructed and had not been constructed. This project will not require the construction of replacement housing.

7.10 FIRE AND POLICE PROTECTION

7.10.1 Rancho Conejo Specific Plan 7

a. Fire. Based on FEIR No. 144, Specific Plan 7 (City of Thousand Oaks, February 20, 1981) the entire Specific Plan 7 area is located within Fire Zone 4 due to its high susceptibility to brush fires. The FEIR indicated that the Specific Plan 7 area would be served by Fire Station No. 35 and a station in Santa Rosa Valley. Because the project would reduce development in this area it would not adversely impact fire protection services.

b. Police Protection. FEIR No. 144 states that police services in the Specific Plan 7 area are provided by the Ventura County Sheriff's Department on a contractual basis within the City of Thousand Oaks. Because the proposed project would reduce allowable development within the Specific Plan 7 area it would not have an adverse impact on police protection services.

7.10.2 Dos Vientos Specific Plans 8 and 9

a. Fire. As discussed in FEIR No. 148, and FSEIR No. 301 (City of Thousand Oaks, February 9, 1987 and June 27, 1994), Specific Plans 8 and 9 are located approximately 1-2 miles from Fire Station No. 32. The City of Thousand Oaks Fire Department estimates that a new firefighter is needed for every 3,000 to 4,000-person increase in population. The proposed land use changes within the Specific Plans 8 and 9 area would result in an overall reduction in 4 units. This would not warrant additional firefighting personnel or equipment. Based on personal communication with the Ventura County Fire Protection District (Cagley, 2001), since there is a cumulative decrease in development no additional service is necessary. The Fire Protection District has no issues with the project as currently proposed.

b. Police Protection. FEIR No. 148 (City of Thousand Oaks, February 9, 1987) indicates that police services in this area are provided by the Ventura County Sheriff's Department on a contractual basis within the City of Thousand Oaks. Based on personal communication with the Ventura County Sheriff Department, Patrol Service Division (Zaslobe, 2001), presently, there are two officers on duty for patrol of Specific Plans 7, 8, and 9. Based on information provided, there is no anticipation of adding additional officers until the buildout of Dos Vientos Ranch is complete, and the need arises. The proposed project would not establish the need for an additional officer at this time, therefore, there is no significant impact to police protection services for the area.

7.11 WASTEWATER

7.11.1 Rancho Conejo Specific Plan 7

The City of Thousand Oaks Public Works Department provides wastewater service to the Dos Vientos Ranch area. The Hill Canyon Wastewater Treatment Plant, owned and operated by the City of Thousand Oaks, is the treatment facility for approximately 95% of the wastewater collected by the City of Thousand Oaks system. A small area in northern Thousand

Oaks is in the service area of the City of Thousand Oaks Olsen Road Wastewater Reclamation Plant.

As stated in FSEIR No. 303 (City of Thousand Oaks, June 1996), the Hill Canyon Treatment Plant is currently authorized to discharge up to an average of 10.8 mgd under its current NPDES permit. The City has plans to increase the ultimate constructed capacity of the plant to 14 mgd by 2008/09, including removal of ammonia, the latest element to be added to the City's list of constituents to be treated.

Wastewater is conveyed by a system of main interceptor lines to the Hill Canyon Treatment Plant, which is located adjacent to Specific Plan 7. The proposed sewerage system for Specific Plan 7 consists of the street sewers, 5 small pump sections (one of which will be operated intermittently on a manual mode), relocation and paralleling of an existing Unit F trunk sewer, and a new trunk sewer in the Western Canyon (City of Thousand Oaks, February 20, 1981).

According to FEIR No. 144, Specific Plan 7, at ultimate development, would contribute an average sewage flow of 1.1 MGD and a peak flow of 4.0 cfs to the various trunk lines serving the project and Hill Canyon Treatment Plant. The planned and projected sewage flows designated for the Unit F trunk line were determined to be well within the present capacity of the Unit F trunk line. Since the currently proposed project would reduce sewage flows substantially within the Specific Plan 7 area due to the elimination of approved residential development of Site A, it would not have an adverse effect on this trunk line.

General mitigation measures discussed within FEIR No. 144 include a proposal for new wastewater lines serving the project, particularly those lines which are planned to traverse canyon areas that will require tightly controlled specifications to insure well-constructed lines which minimizes environmental damage and yet provides permanent access for maintenance. It also states that prior to approval of any tentative tract maps or development permits within Specific Plan 7, a more detailed master plan of wastewater facilities should be prepared and submitted for review by the Utilities Department. These mitigation measures would still apply to the development of Site B.

7.11.2 Dos Vientos Specific Plans 8 and 9

Existing wastewater lines in the vicinity of Dos Vientos Ranch include an 8-inch line which currently terminates at Lynn Road and Fernhill Ave, a 12-inch main in Potrero Road which terminates at the eastern boundary of the Ranch, and an 18-inch main in Kimber Drive which terminates at the easterly boundary of the ranch (City of Thousand Oaks, 1996). Under the conditions of approval set forth for the development of the Dos Vientos Ranch project, a series of wastewater lines would be constructed, in accordance with the "Wastewater Design and Construction Standards" and the Thousand Oaks Municipal Code, to ensure adequate wastewater service to the site.

Mitigations incorporated into past projects have included constructing a replacement or parallel line for segments impacted within Unit E, which is the responsibility of the City of Thousand Oaks Utilities Department. This measure was required because existing flows in certain reaches of the Unit E line were determined to be at or near capacity, no or limited construction activities should occur before construction begins on the Unit E wastewater lines. According to Jay Spurgin, Engineering Division Manager for the City of Thousand Oaks, the Unit E replacement has not been constructed to date (Spurgin, personal communication, October 2001). However, it is included in the City's Capital Improvement Program and is planned for construction during the summer of 2001. Wastewater infrastructure capacity is expevted to be adequate to accommodate increased flows from the proposed project (Morales, personal communication, August, 2001).

Cumulative impacts discussed in FSEIR No. 301 (City of Thousand Oaks, 1994, 1998) include a "Capacity Expansion Program" for the Hill Canyon Plan developed to meet the wastewater treatment plant needs for ultimate build out of its tributary areas, pursuant to the development planned within the Thousand Oaks General Plan and adopted Specific Plans, including Dos Vientos Ranch. Other mitigation measures have been previously incorporated into the design of the project and/or required by the Development Agreement for Specific Plan No. 9 and the Conditions of Approval for Specific Plans 8 and 9. A detailed discussion of these wastewater related mitigation measures can be found in FEIR No. 148, approved and certified in September 1987, the Dos Vientos Ranch Development Agreement for Specific Plan 9 adopted in September of 1990, and Authority and Conditions of Resolution No. 88-69, adopted in April 1988.

The current status of the expansion project for the Hill Canyon Wastewater Treatment Plant (Morales, personal communication, August, 2001) is that Phase II of the Capacity Expansion Program is almost complete. Once this phase is complete in June of 2002, the capacity of the plant will increase to 12.0 mgd. Phase III activities will begin in September of 2002, with completion expected in 2004, to expand the facility capacity to a total of 14 mgd.

The proposed land use changes within the Specific Plans 8 and 9 area would result in increased wastewater generation. However, based on the conditions set forth in previous environmental documents, the increased capacity of the Hill Canyon Wastewater Treatment Plant to accommodate buildout specifically in this development area, and fact that wastewater generation for the project overall would be reduced wastewater flows resulting from the proposed project would result in less than significant impacts.

Intentionally blank page after Section 7.0

8.0 GROWTH INDUCEMENT

Growth-inducing impacts have the potential to occur when a proposed project fosters economic or population growth, to the construction of additional housing. A project that removes an obstacle to population growth also has the potential to be growth inducing. The California Environmental Quality Act (CEQA) Guidelines Appendix G states that "a project will normally have a significant effect on the environment if it will:.....(k) Induce substantial growth or population;.....(s) extend a trunk sewer line with capacity to serve new development."

Reduced residential development within the Specific Plan areas will result is a lesser demand for local goods and services locally, thereby reducing the impetus to accommodate additional commercial, industrial and institutional growth. Additionally, the Specific Plan areas 7, 8 and 9 were already planned for development with the exception of Site H which was designated as open space and would now be a public park. Therefore, public service infrastructure was planned for these areas including Site H since it would be surrounded by planned development. Based upon the reasons stated above, the project would not have a growth inducing impact.

9.0 THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Development of Sites B through I would require the commitment of land, energy, mineral and water resources as well as the use of public services to allow for the expansion of the urban community of the City of Thousand Oaks. This commitment of resources has already been made by the City through the approval of the Specific Plans 7, 8 and 9 as they exist today. The impacts of the Specific Plans have been previously reviewed and considered through several environmental documents most of which are identified in Section 1.2 of this EIR.

The Western Plateau Preservation Plan (proposed project) would result in the preservation of a 191 acre site (Site A), within Specific Plan 7, that is presently approved for residential development. Thus, the project would preserve the biological productivity of the site and beneficial uses as an open space resource.

10.0 SIGNIFICANT IRREVERSIBLE CHANGES

The development of Sites B through I involves the irreversible commitment of several limited resources. The first commitment is that of the land. Once converted to urban use there is a very low probability that it would be converted back to open space due to economic considerations. This is an irreversible conversion of the land resources itself as well as the scenic condition of the site and quality of life as perceived by residents in the area. Other limited resources would be committed to the project including imported water, fuel, and a variety of raw materials used for the construction and maintenance of the project structures, infrastructure and landscaping. This commitment of resources and environmental changes were evaluated in several previous environmental documents identified in Section 1.2 of this EIR. However, overall this project would result in the preservation of more land as open space than would be allowed under the currently approved land use, if such land uses were built out. Additionally, fewer residential dwelling would be developed, thereby reducing the demand for other resources such as water and energy as documented in this EIR.

11.0 REFERENCES AND ORGANIZATIONS, AGENCIES AND INDIVIDUALS CONSULTED

11.1 REFERENCES

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11.2 ORGANIZATIONS, AGENCIES AND INDIVIDUALS CONSULTED

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Bulla, Julie, Senior Planner, Ventura County Agricultural Commissioner's Office, personal communication, August 2001.

Cagley, Corina, Fire Inspector, Ventura County Fire Protection District, personal communication August 2001.

Corrigan, Sean, Director of Planning and Facilities, Conejo Valley Unified School District, personal communication, July – October 2001.

Durant, Bob, Waste Manager, Waste Manager, Calabasas Landfill, personal communication, August 2001.

Frazier, Laura, Service Planner, Southern California Edison, personal communication August 2001.

Green, Carolyn, City of Thousand Oaks Public Works Department, Solid Waste Management/Recycling Division, Senior Management Analyst, personal communication August, 2001.

Hobelman, Mo, Office Manager Cypress Elementary School, personal communication October 2001.

Keisler, Frank, District Manager, Simi Valley Landfill, personal communication August, 2001.

Luster, Diane, Office Manager, Newbury Park High School, personal communication October 2001.

Morales, Dean, Engineer, City of Thousand Oaks Public Works Department, personal communication August 2001.

Patton, John, Maintenance Service Specialist, California American Water Company, personal communication September 2001.

Smith, Greg, Senior Planner, City of Thousand Oaks Community Development Department, Planning Division, personal communication, 2001.

Smith, Greg, Hazardous Materials Business Plan Program, Hazardous Materials Supervisor, Ventura County Environmental Health Division, personal communication August 2001.

Spurgin, Jay, Engineering Division Manager, Public Works Department, City of Thousand Oaks, personal communication, October 2001

Sorrenson, Tom, Administrator of Parks and Planning, Conejo Recreation and Park District, personal communication, September 2001.

White, Lisa, Office Manager Walnut Elementary School, personal communication, October 2001.

Zaslobe, Sargent Scott, Ventura County Sheriff's Department, personal communication, August 2001.

12.0 REPORT CONTRIBUTORS

This Environmental Impact Report was prepared by the City of Thousand Oaks with the assistance of Padre Associates, Inc. under contract to the City of Thousand Oaks. Persons involved in gathering data, report preparation, project management, quality control and drafting include:

City of Thousand Oaks:

Greg Smith, Senior Planner

Padre Associates, Inc.:

Jennifer Carnine, Environmental Specialist
Donna M. Hebert, Project Manager
Matthew Ingamells, Senior Biologist
Simon Poulter, Principal
Suzun Rasmusson, Graphics Specialist

The post-project simulations were prepared by Tibor Karsai of Karsai Associates, Incorporated.

APPENDICES

COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT NO. 317 WESTERN PLATEAU PRESERVATION PLAN

Parties Submitting Comments on the Draft Supplemental Environmental Impact Report No. 317 Western Plateau Preservation Plan

County of Ventura, Flood Control Department – November 28, 2001

Ventura County Air Pollution Control District – December 17, 2001

County of Ventura, Public Works Agency, Transportation Department – December 14, 2001

Conejo Valley Unified School District – December 21, 2001

Clint Matkovich – December 21, 2001

John F. Reid – December 21, 2001

Note: Where responses to the comments received warranted changes to the text of the Supplemental EIR, new text has been underlined and text to be deleted as been struck through.

county of ventura

PUBLIC WORKS AGENCY
RONALD C. COONS
Director

Deputy Directors of Public Works
Wm. Butch Britt
Transportation
John C. Crowley
Water Resources & Engineering
Lane B. Holt
Central Services
Kay Martin
Solid Waste Management
Jeff Pratt
Flood Control

November 28, 2001

City of Thousand Oaks
Mr. Greg Smith, Senior Planner
Planning and Community Development
2100 Thousand Oaks Boulevard
Thousand Oaks, California 91362

SUBJECT: RMA 01-099, Draft Supplemental Environmental Impact Report No. 317
Western Plateau Preservation Plan

Dear Mr. Smith :

This letter is in response to the request for review of the above mentioned project. The District has reviewed the submittal and determined that Flood Control District issues have been adequately addressed in the draft EIR and no further comments are needed at this time.

If you have questions concerning this review, please call the undersigned at (805) 654-2011.

Very truly yours,

Fred Boroumand, P.E., Manager
Floodplain Management, Planning and Regulatory Division
Flood Control Department

c: Joseph Eisenhut, RMA Planning, County of Ventura

LOG NO. 20011123-002

Commenting Party: County of Ventura, Flood Control Department, Fred Boroumand, P.E., Manager Floodplain Management, Planning and Regulatory Division

Date: November 28, 2001

Response:

1. Final Supplemental EIR No. 317 is hereby amended to incorporate these comments. No further response is necessary

DEC 18 2001

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Joseph Eisenhut, Planning

DATE: December 17, 2001

FROM: Andy Brown

SUBJECT: Request for Review of Supplemental Environmental Impact Report No. 01-099 (Western Plateau Preservation Plan, City of Thousand Oaks)

Air Pollution Control District staff has reviewed the Supplemental Environmental Impact Report, which addresses potential environmental impacts from an inter-related group of proposed land use actions to be undertaken by the City, including amendments to the Thousand Oaks General Plan, amendments to Specific Plan 7 (Rancho Conejo), and Specific Plans 8 and 9 (Dos Vientos), as well as other entitlements for development projects within those two Specific Plan areas. A major purpose of this proposal is to acquire the Western Plateau for preservation as open space, including other significant public and community benefits, while recognizing the property rights of the owners by modifying certain development rights for the Rancho Conejo and Dos Vientos projects. The project location is in the Conejo Valley area of Ventura County, in the City of Thousand Oaks.

District staff has reviewed Section 5.7, Air Quality, of the Supplemental Environmental Impact Report and finds it adequate.

General Comments

Page 5.7-3, Table 5.7-2 Air Quality Standard Exceedances

The PM_{10} Annual Geometric Mean for the year 2000 should be 26.2.
The PM_{10} Annual Arithmetic Mean for the year 2000 should be 31.0.

Source: Ventura County Air Pollution Control District's Monitoring and Technical Services Division, Air Quality Summary 1991-2000

RECEIVED
CITY OF THOUSAND OAKS
COMMUNITY DEVELOPMENT DEPT.

Page 5.7-8, Section 5.7.3 Mitigation Measures

The first mitigation measure has been incorrectly numbered AQ2. It should be correctly numbered AQ1.

If you have any questions, contact me by telephone at (805) 645-1439 or by email at andy@vcapcd.org.

Commenting Party: Ventura County Air Pollution Control District, Andy Brown

Date: December 17, 2001

Responses:

1. Final Supplemental EIR No. 317 is hereby amended to incorporate these comments. No further response is necessary.

2. Corrections to the reported PM_{10} Annual Geometric and Arithmetic Means for the year 2000 are provided in the comment. The text of the Air Quality Section, Section 5.7 has been revised accordingly.

3. The comment notes a numbering error in the mitigation portion of the Air Quality Section. The text of the Supplemental EIR has been revised accordingly.

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic and Planning & Administration

MEMORANDUM
December 14, 2001

RECEIVED
DEC 21
CITY OF THOUSAND OAKS
COMMUNITY DEVELOPMENT DEPT.

TO: Resource Management Agency, Planning Division
Attention: Joseph Eisenbut

FROM: Nazir Lalani, Principal Engineer NL

SUBJECT: Review of Document 01-099
Draft Supplemental Environmental Impact Report (DSEIR)
for Western Plateau Preservation Plan (Northwesterly and Southwesterly portions of the City of Thousand Oaks within the Rancho Conejo and Dos Vientos Specific Plans nos. 7,8 and 9.
Lead Agency: **The City of Thousand Oaks**

The Transportation Department has completed the review of the subject DSEIR. The proposed project involves amendments to Specific Plan 7 (Rancho Conejo) and Specific Plan 8 and 9 (Dos Vientos) as well as other entitlements for development projects within those two Specific Plan Areas. The project is located at the northwesterly and southwesterly portions of the City of Thousand Oaks within the Rancho Conejo and Dos Vientos Specific Plans nos. 7,8 and 9.

1. The DSEIR indicates that this project will not have a significant site-specific impact on the County's Regional Road Network.

2. According to Traffic studies Table 5.5-3, page 5.5-8, presented in the DSEIR, the net change in traffic generation due to the proposed changes will be a reduction in ADT of -8,936 (from 16,526- approved use to 7,590- proposed use). Therefore cumulative impacts of this project as proposed would be insignificant and no Traffic Impact Mitigation Fee is owed to the County.

3. Our review is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 if you have questions.

c: Jim Myers

NL-RH-BE-AB:jw
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December 21, 2001

CVUSD comments on Nov 20th draft SEIR – Western Plateau Preservation Plan

1. Summary 2.1.4.3 An elementary/middle school is contemplated, not an elementary/intermediate school.
2. Summary Table 2.2-1 page 2-24 Cumulative impact shows a net increase of 114 students. District does not understand how that number was calculated. And, are changes due to affordable housing shifts included?
3. Summary Table 2.2-1 page 2-25 District does not agree with statement.
4. 5.11.1.a states that the Rancho Conejo Specific Plan is served by a single elementary school, Walnut. It is served by two elementary schools, Walnut and Madrona. It would be correct to say that the areas of Rancho Conejo Specific Plan affected by the proposed Western Plateau Preservation Plan are served only by Walnut. Its population at the second month of the current school year is 493 regular and 9 special education students. The capacity of the school is approximately 555 regular education students. Walnut is currently a K-6 school. All students from the affected area normally attend grades 7 and 8 at Sequoia Middle School. Some of the area's sixth graders also attend Sequoia. The sixth grade at Sequoia is currently capped at 288 students by Board policy. That enrollment cap is likely to increase as the popularity of the program increases in our district. Sequoia Middle School is currently at capacity as stated. The previously published capacity of Newbury Park High School is 2,156 and the enrollment at the second month of the current school year was 1,659. However, the method of calculating high school capacity is in the process of revision. Our model is likely to be adjusted downward as a result of that review.
5. 5.11.1.b states that the district's boundary map indicates that properties within the Dos Vientos Ranch Specific Plans are designated for attendance at the future Sycamore Canyon Elementary School and middle school as proposed. Students from within the Dos Vientos Ranch Specific Plans already attend Sycamore Canyon Elementary School, located for the current academic year at Cypress Elementary School. The map does not indicate that they will attend a middle school at the Sycamore site. The current middle school for students from the Dos Vientos Ranch Specific Plans is Sequoia Middle School. Establishment of a 6-8 program at Sycamore Canyon Elementary School is conditioned upon the acquisition of an adjacent 4.5 acre site currently designated for a neighborhood park.
6. 5.11.2.1 refers to a state mandate for student-teacher ratios. We do not believe that is correct. We utilize staffing ratios of 19:1 for grades K through 3 and 30:1 for grades 4 through 12.

7. 5.11.2.2.a states a capacity that is too high for Walnut, that conflicts with the capacity stated in 5.11.1.a and does not take into account other projects approved but not yet built or the fact that recently built homes typically do not generate students for several years after occupancy. The consultant has linked enrollment at Sequoia Middle School with Sycamore Canyon Elementary School. There is no linkage. Sequoia is currently the middle school for students from Dos Vientos Ranch. In particular, in the remainder of the current school year, very few new middle school students are anticipated at Sequoia. It is highly unlikely we will be adding new classrooms at Sequoia during the 2001-02 school year. As stated in the cover letter, we do not concur with the consultant's methodology, which concludes that impacts at our Newbury Park schools are minimal.
8. 5.11.2.2.b projects 90 additional students for Sycamore Canyon Elementary School. We believe that the analysis should reflect the net of 89.60 - 10.65, or 78.95 additional students. Since the school is being built to accommodate the previously approved specific plans, this will result in an impact of more than three new classrooms at Sycamore Canyon Elementary School. For the middle and high schools, for the reasons stated previously, we believe that there will be additional impacts.
9. 5.11.3.b **S3** states that the District will choose crossing guards. Historically, the City of Thousand Oaks has determined where crossing guards shall go, not the District.
10. 5.11.3.2 addresses cumulative impacts of the proposed project. We think a more comprehensive approach would be to first highlight the impacts in Specific Plan 7, a reduction of 92 students and the impacts in Specific Plans 8 & 9, an increase of 163 students. Further, we do not concur that the project will not contribute to cumulative impacts to schools in the Newbury Park area.
11. The SEIR does not address the impacts of 50 affordable housing units to be constructed elsewhere in the city that were previously in the approved specific plans. So, it is not feasible for us to determine the impact of those additional units at specific schools.

Commenting Party: Conejo Valley Unified School District, Planning and Facilities Department, Sean Corrigan, Director of Facilities Planning

Date: December 21, 2001

Responses:

Cover Letter

1. This comment is acknowledged. As noted in the comment, the mitigation measures identified in the Draft Supplemental EIR satisfactorily mitigate the impacts of the plan. As stated in the Draft EIR (section 5.11.3.2 - Cumulative Mitigation Measures), the District maintains and annually updates a Master Plan based on full buildout of the Thousand Oaks Planning Area. This document is based on the most recent information from the City (August 2001) regarding future residential development and does include projected buildout of all residential development within the City's Planning Area, including the Rancho Conejo and Dos Vientos Specific Plans.

Technical Responses

1. The semantic correction has been made to the text of the Supplemental EIR (Section 2.1.4.3).

2. The cumulative number of students generated was calculated by summing the differences in students generated under the approved plans and the proposed plans from all of the affected project sites. However, there was a calculation error. The correct number of cumulative students generated by the project sites is 69. The Supplemental EIR Section 5.11.3.2 has been revised accordingly.

   Because, the location of the future affordable housing to be provided built by the project developers is unknown at this time, impacts to schools cannot be appropriately evaluated. The development of the affordable housing will need to comply with CEQA at a future date when plans are fully defined.

3. The comment indicates disagreement with the conclusion of a less than significant cumulative impact to schools given proposed project elements and required mitigation which includes the previous dedication of a school site and payment of mandatory school fees among other measures. However, there is no justification for the statement. The analysis provided in the Supplemental EIR was based upon communication with various District staff. Further, the commentor was consulted during the preparation of the school section and asked to comment on the conclusions of the Supplemental EIR section prior to publication to ensure its accuracy. However, the commentor declined to comment at that time. As indicated in the cover letter, the commentor finds that impacts of the project on schools is less than significant with mitigation.

4. The text of the Supplemental EIR (Section 5.11.1) has been modified to reflect comments regarding existing setting. No changes have been made with respect to potential future methods of calculating high school capacity as they do not exist yet.

5. The Conejo Unified School District Attendance Boundaries Map does indeed show properties within Dos Vientos Ranch as attending Sycamore Canyon Elementary and Sequoia Middle School. However as the proposed project includes the additional acreage needed for inclusion of a middle school. Upon development of the 6-8 program at the school, the project middle school students within the Dos Vientos Ranch would attend the Sycamore Elementary/Middle School. The text of the Supplemental EIR (Section 5.11.1) has been revised to reflect the comment.

6. According to the California State Department of Education Manager of the Class Size Reduction Program, Ms. Lynn Picolli, the maximum student/teacher ratio for grades 1-3 is 32:1 and 33:1 for kindergarten. The average in the District should not be more than 30 for grades 1-3 or 31 for kindergarten. The ratio for grades 4-8 is based upon average numbers of students and average numbers of teachers. The Supplemental EIR text (Section 5.11.2.1) has been revised to be more specific on this issue.

7. The capacity of Walnut Elementary was previously reported to the SEIR School Section preparer as 600 regular students and 10 special education students by the Walnut Elementary School Office Manager, Lisa White (October 1, 2001). However, the text of Section 5.11.1 has been revised to reflect this commentor's correction of school capacity at Walnut Elementary.

   Revisions have been made to the text of Section 5.11.2.2 of the Supplemental EIR to clearly indicate that impacts from middle school student generation are to Sequoia Middle School until such time as the Sycamore Elementary School is expanded to incorporate the middle school program.

   Based upon communication with CVUSD staff identified in the Supplemental EIR, adequate capacity exists or can be created with the use or portable classrooms and/or development of a middle school site as provided by the proposed project to accommodate project-generated students. With the payment of standard development fees, and other City-approved measures, impacts were determined to be less than significant.

8. The net number of additional elementary school students from the specific Plans 8 and 9 area that would result from project implementation is indeed 79 students. The EIR text states the total number of elementary students that would be generated from the project sites under the currently proposed plan.

   The project provides for an additional 4.5 acres of land for the development of the middle school at the Sycamore Canyon Elementary School site. Additionally, the developers would be responsible for the payment of development fees to the CVUSD. These factors reduce the project's impacts to a less than significant level.

9. The referenced mitigation measure is from a previously approved environmental document approved by the City of Thousand Oaks. Actual determination of where crossing guards may be located would be based upon input by CVUSD.

10. The text of 5.11.3.2 has been expanded to provide a break down of cumulative project impacts by specific plan area and by grade level. The project provides for an additional 4.5 acres of land for the development of the middle school at the Sycamore Canyon Elementary School site. Additionally, the developers would be responsible for the payment of development fees to the CVUSD. These factors reduce the project's cumulative impacts to a less than significant level.

11. The comment appropriately indicates that the impact of the future development of 50 affordable housing units can not be accomplished at this time due to lack of information with respect to their location. Compliance with the California Environmental Quality Act (CEQA) will be required for the development of these units at a future date.

attention Greg Smith!

December 21st 2001.

The following are my concerns/comments in regard to the Western Plateau preservation plan.

1 Site B: Changes in the grading within lots 40-69 in tract 5342 (according to the EIR) will result in the placement of houses higher and closer to the edge of the bluff above Arroyo Conejo Canyon, increasing the visibility from the canyon below.

- Site B involves additional chaparral clearance.
- Site B is located on seepage/drainage soils.

I would like to suggest this site be re-zoned to open space and native vegetation restored.

2 Site D: There are no senior housing units listed. Site D also is located on seepage/drainage soils.

- Site D involves grading of open space. (planning unit 23)
- Grading of terrain greater than 25% gradient (this violates the general plan).
- Possible endangered species on site?
- Degrades "scenic highway" (page 5.3 – 6 of EIR)

3 Site E: Possible "special status species habitat?

- EIR (page 5.3-6 says "possible seepage/drainage soils")

4 Site F: This site should have a day care center instead of houses.

5 Site G: Grading of terrain exceeding 25% - seepage/drainage soils, erosion and increase of density which equals more pollution. I also feel this is too high of a housing increase.

- Loss of native vegetation.

6 Furthermore, I am concerned about the degradation of habitat quality in areas surrounding Site G and the loss of native habitat.

7 Site H: This site should be kept open space, and is a possible native habitat for 15 species of special concern.

- Loss of native vegetation.
- Grading of land exceeding 25%.

8 Site I: I believe this site should also be preserved as open space.

- Development of this site will continue to destroy grassland habitat.
- Located on seepage/drainage soils.
- Development will degrade scenic highway.

I believe this site should be re-zoned open space because of its closeness to the Santa Monica Mountains, and flat land is uncommon in the city due to development.

Thank you for your time.

Clint Matkovich
(805) 492-4626 Smokey grey @ earthlink.net
3315 Silver Spur Court Thousand Oaks Ca, 91362

RECEIVED
DEC 21
CITY OF THOUSAND OAKS
COMMUNITY DEVELOPMENT DEPT.

Commenting Party: Clint Matkovich

Date: December 21, 2001

Responses

1, 2, 4-8. These comments generally reflect the observations of Mr. Matkovitch and do not raise any issues with regard to either the adequacy or completeness of Draft Supplemental EIR No. 317. Rezoning of Site B to open space is not feasible because the site is comprised of recorded lots which have already been graded. Therefore, no further response is necessary.

3. Comment noting "possible seepage/drainage soils" on page 5.3-6 of Draft Supplemental EIR No. 317 appears to be in error. This section pertains to Biological Resources. No such reference occurs in the text. No further response is necessary. As noted on pg. 2-7 of Draft Supplemental EIR No. 317, Site E has been rough graded. As a result, no such plant or animal habitat exists on-site. Also see recent aerial photo Figure 2.1-4.

Mr. Greg Smith, Senior Planner
City of Thousand Oaks
2100 East Thousand Oaks Blvd.
Thousand Oaks, Ca.
91362

RECEIVED
DEC 21
CITY OF THOUSAND OAKS
COMMUNITY DEVELOPMENT DEPT.

December 21, 2001

Comments on Draft Supplemental Environmental Impact Report No. 317

John F. Reid
4060 Calle Del Sol
Thousand Oaks, Ca.
91360

Dear Mr. Smith:

These comments and questions are submitted on the Draft Supplemental EIR No. 317(hereafter, "SEIR"), released on November 20, 2001. Any requests for clarification on any of the questions can be addressed to me at the above address. In addition, the formal responses should be sent to the same location. Your attention to the points I raise below is appreciated.

1. The deadline for written comments expires, as you have informed me, as of the close of business on Friday, December 21, 2001 for comments submitted by hand, while comments mailed will be accepted so long as they are postmarked as of Friday, December 21, 2001. If the comment period for written comments is hereafter either extended or reopened I request a written notification so that I may further supplement these comments.
2. Section 1.1 states that the major purpose of the Plan is to acquire the Western Plateau "...without cost to the City." Clarification is requested of this point. Does without cost mean that the city will not spend any additional money on road improvements in conjunction with this plan? On additional schooling? On additional sewer or other public utility service? If additional city funds are going to be spent on anything associated with the Plan, specific identification is requested of each individual item.
3. Section 1.1 states that "...only one new Class I potentially significant impact has been identified that cannot be fully mitigated..." This SEIR does not contain the previous EIRS, which were done on this project some time ago, although it does not repeat those items, which are favorable to the project. For the sake of being able to fully understand the impact of this SEIR, it is requested that all Class I potentially significant impacts, and all other impacts, identified and described in previous EIRS be listed, identified and described in this document as well. Alternatively, any potential benefit claimed from this plan, which was previously listed, could be deleted from this document. In order to be of use to the public and decision makers, the SEIR needs to list all benefits and impacts from the

project or just the benefits and impacts, which result from the proposed changes. It cannot simply list all the benefits and only some of the impacts.

4. Section 2.1.2. states that a combination of market rate condo units, apartments and single family homes will be allowed in place of age restricted and/or affordable apartments provided that an affordable housing assistance payment of $500,00 is made to the City by Miller Brothers and 50 affordable housing units are constructed by the private developer in the future at a site to be determined by the City. How was the $500,000 payment calculated; is it the additional value of the market rate units to the Developer? Does it represent the cost to acquire land on which 50 affordable units will be built by the City? Is there any basis for the number or is it one the city and the parties just agreed on? Must the $500,000 be paid before the project can be approved? If the $500,000 is not paid will the project be approved? With regard to the 50 affordable housing units, are the units described as to size and quality of construction? Who will own the units when they are built? Must the units be built before the project can be approved? Who will buy the land on which they are to be built? Can the city request a payment of the cash to build fifty units and use the money itself to do so? Is there a binding contract to build the units? How many units will be built in place of the affordable apartments and age restricted housing previously required and what is the profit benefit to the developer when compared with that required under the previous plan?
5. Section 2.1.2 also provides that the owner of Planning unit 4 will provide $2.5 million dollars towards the construction of a public equestrian center on publicly owned land in exchange for being allowed to construct three residences on 8.7 acres where the public equestrian center would have gone. What is the market value of the land where the city is placing the proposed public equestrian center? What is the total cost of the proposed public equestrian center? What is the development value to the developer of being able to construct three residences on land where the developer is currently obligated to put an equestrian center? Is there a binding contract to pay the $2.5 million to the city? If the money is not paid, is the project then not approved? Can the city request the payment of the money immediately on approval of the project? What is the basis for calculating the payment of $2.5 million dollars? Does it represent what the developer was previously obligated to spend on land the developer would provide? Will the developer also compensate the city for the value of the land the city is providing for the equestrian center?
6. Section 2.1.4.6. states that a daycare center will be dropped and in exchange seven single-family homes will be allowed. Is a daycare center being provided elsewhere in the project? If a daycare facility is not being allowed elsewhere in the project, is one provided for elsewhere in the city? What is the market value to the developer of being allowed to construct seven single-family homes at that location?
7. Section 2.1.4.7 states that nine residential estates will be changed to 69 single-family homes. What is the increase in population density at the site of that change? What is the increase in air emissions and where it is counted in the plan? What is the increase in school age children and where else in the plan is it

addressed? What is the financial benefit to the builder or developer of being allowed these additional sixty units? Is any of this financial benefit shared with the city and where?

8. 2.1.5 addresses areas of controversy. The list given is incomplete, based on public comments made during the extended debate at which the plan, which the SEIR addresses, was discussed at a city council meeting. Is it requested that the transcript of the hearing be reviewed and the following additional issues added and addressed in the SEIR. Additional areas of controversy are the following:
    a. The amount of schooling that is currently overcrowded as a result of existing development and that will be adversely impacted by this proposed plan.
    b. The amount of traffic that is currently generated in the area and the contention that the studies done to date do not adequately count the traffic or its changing density during rush hour.
    c. The fact that the Developer's previous right to development of the Western Plateau were due to expire in June of 2001 and the City Council could have chosen to simply let the rights of the developer expire, in which case any further plan for developing the Western Plateau would have to take into account stricter environmental guidelines currently in place.
    d. The fact that the public equestrian center will be the first structure built on the side of the land closest to the National and State Park areas of wilderness, to the West of the proposed project, establishing a bad precedent for future development.
9. Table 2.2-1 describes a significant unavoidable adverse environmental impact due to the grading of 3.4 acres of hillside terrain with gradient exceeding 25% to create a 4.5 acre neighborhood park. This is an avoidable environmental impact in that the developer could simply provide a usable 4.5 acres for the park somewhere within the proposed project. As proposed, the project takes the land needed for the park and gives it to the school to handle the additional students from the higher density, then moves the park to publicly owned open space, which has to be graded in order to be usable. It is requested that an alternative be evaluated which would entirely avoid the adverse impact by requiring the developer to furnish an additional 4.5 acres for the park and thus avoid the adverse impact; it is the developer who benefits from the higher density and the community would be nicer if it had both the open space and a 4.5 acre park.
10. Table 2.2-1 describes a class III impact that is 2,800 standard dump truck loads of dirt that need to be hauled as fill. Please explain why this amount of traffic is not significant? Please elaborate on what can be done to mitigate the impact of this volume of truck traffic? Has the developer offered any monetary compensation for this impact? What is the additional cost of the wear and tear on city streets and roads from this volume of traffic; has the developer calculated this sum? Can the city calculate the sum of the additional damage done to surface streets and roads from this volume of traffic? What mitigation measure was proposed for other projects to address the impacts of so many loads of dirt?

11. Table 2.2-1 on page 2-18 states that the proposed residential development will be visible from West Portero Road, a locally designated scenic highway. How can there be no residual impact; won't the housing be visible after construction? If there is no construction to be done at the site, only grading, why is the grading being done? Are picture included in the SEIR of what the area will look like before and after; if not can they be added? Are there any additional mitigation measures that can be proposed, such as the developer paying monies to clean or beautify some other area if the view shed will be permanently impacted by this project?
12. Table 2.2-1 describes geotechnical hazards on page 2-19. Has any geological testing been done by the project applicant? When? What were the findings of such geological testing and studies? Are any tests proposed? Will the tests be required to be conducted prior to project development? Will a condition be proposed that any future purchasers of structures located in these areas will be provided copies of the geotechnical reports and studies done by the developer prior to execution of a contract of sale?
13. Table 2.2-1 on page 2-21 describes the additional number of students that will be generated as a result of the higher density construction being provided as a result of this project. The numbers of students seem low and previous projects constructed in Thousand Oaks have resulted in significant school crowding. How was the additional number of students calculated? Is this a number that the school board has seen and ratified? How long will students have to use temporary classrooms as a result of this project? How much money will the developer be required to contribute to the schools as a result of being approved for this project? When will the developer have to pay the additional monies to the school? Will the increase in students result in any additional increase in the number of students per each classroom?
14. Table 2.2-1, page 2-23 states that changes in traffic would be insignificant or beneficial. This seems an astonishing conclusion given the amount of public concern over this issue. A detailed explanation is requested for the body of the SEIR, in plain English as that term is defined in several state statutes, for the basis for this conclusion. How can there be a beneficial impact from the increase in traffic? Where in the document can one find the additional noise and air emissions from the increase in traffic quantified? Where and how are the additional noise and air emissions from traffic mitigated and how? Is the developer required to pay any monies for the increase in traffic and the associated impacts? If so, how much money is the developer required to pay?
15. Table 2.2-1 discusses project alternatives on page 2-25. This section seems highly superficial and contains conclusions without any underlying discussion or explanation. What does the SEIR mean when it says, "These factors suggest that the proposed project is the environmentally superior alternative."? Suggest is not a word that means a conclusion has been reached; therefore, the question is asked whether the SEIR has concluded or determined that the project alternative is the best alternative? Why was the word suggest used? Also, at the City Council hearing Councilwoman Parks pointed out that the developers rights would have expired as of June, 2001, which would have meant that any future project would

have to comply with existing environmental guidelines. A full discussion of allowing the developers rights to expire and what the city could then have required for the Western Plateau should be considered as a project alternative and it is hereby requested that such a discussion be included. Were alternatives to the project solicited from any community groups such as Save the Conejo? If they were requested, what groups were they requested from and what did they consist of? While the section refers to an overall reduction of 132 development units, it does not mention that the market rate units will have a much higher density than the senior units previously proposed; it is requested that this be clarified in the SEIR or an explanation given as to why it will not be clarified. What is the maximum number of residents that the developer could have constructed on the Western Plateau if the previous permit has been allowed to expire and the developer required to proceed under existing regulations? Would the developer have been required to construct an additional road to serve the Western Plateau area if development had been allowed? What would the cost of that road have been?

16. Section 3.3, 2, says that Miller Brothers will add a middle school of the 4.5 acre present park site; was a middle school required by the previously described project or is this entirely new addition?
17. Section 3.3, 6 describes the developer's obligation to build fifty affordable housing units by putting the word "build" in quotes. What is meant by putting the word in quotes? What are the developer's absolute obligations? It appears that the developer can build this project and never pay a cent for senior housing if the city doesn't provide land to build the housing on; is this correct? The obligations of the developer should be spelled out with precision and attached to the SEIR and the developer should not be allowed to proceed with the project unless this is done: was this considered in the SEIR? Does the city have a copy of the developer's commitments in this regard? Is it attached to the SEIR? Can it be attached to the SEIR? What is the financial benefit to the developer of removing affordable and senior housing from the previously approved project?
18. Section 3.3, 8 . Why is resolution of litigation included in an SEIR? How does the litigation at issue relate to the project? What are the terms of the settlement? Where in CEQA is settlement of litigation described as something that should be addressed in a SEIR? Can a copy of the proposed settlement be attached to the SEIR? If the litigation is not settled, is the project not approved? What are the financial benefits to the city of settling the litigation? What is the court and docket number of the case to be settled? Are there previous California or Thousand Oaks EIRS or SEIRS in which litigation settlement has been included as a condition? What are the financial benefits to the city of settling this litigation? Can an opinion be obtained from the City Attorney that describes the benefits and impacts of this litigation and can it be attached to this SEIR so the public can fully understand this issue?
19. Section 34.4, pages 3-3, last paragraph. This paragraph discusses the fact that the city previously approved an agreement that would have expired June 30, 2001 but the city has accepted complete applications for a vesting tentative tract map and companion residual planned development permit to develop 147 single family

detached homes on the Western Plateau. If the project described in the SEIR is not approved, what will happen on the Western Plateau? Why did the city elect to grant the developer that approval described in the SEIR? If the developer wishes to develop the Western Plateau, will an additional EIR or SEIR be required? It is said "This has, in essence, extended the rights of the owner under the development agreement." Why did the city think this appropriate to do; what were the public benefits of doing so? How long have the rights been extended to? What additional review is required before those rights can be exercised? Has the city granted similar before the fact extensions to other developers? When and why? Have other cities in Ventura County granted similar extensions before the fact to Developers and why?

20. Section 5.1.2.2, page 5.1-2 makes reference to substantial amounts of new fill being placed on some of the lots and "It is unclear whether this is part of the 37,000 cubic yards or not." Has fill been moved before approval was granted? Has a city ordinance been violated? Has this matter been referred for enforcement? If the developer has acted without approval, does this call into question the developer's ability to comply with future environmental conditions?
21. Page 5.1-3. It is requested that the site specific impact of grading the previous open space in order to make a 4.5 acre park be addressed by obtaining an additional 4.5 acres from the developer that does not need to be graded and retaining the open space. Has this been requested from the developer? Has this been considered as an alternative approach? If not, why not?
22. 5.1.2.3 makes the statement that "...more potentially adverse topographic impacts that would occur as a direct result of the development of 147 single-family homes." Has the city determined that the developer had an absolute right to develop 147 single family homes? If the permit had expired as of June 30,2001, what right would the developer have had? Did the developer have to build a road to service the Western Plateau before building the 147 homes and how much would such a road have cost? What is the justification for making this statement? If the statement can not be justified with facts as opposed to conclusions how can the city use this a justification for mitigation of cumulative impacts?
23. Page 5.2-2, SITE B, Rancho Conejo specific plan 7. Can the housing described in this section be reduced in either size or height so as to mitigate or do away with the increased visibility from the canyon below?
24. Page 5.2-3 describes the "...significant adverse view shed impact for the proposed development of site B." Has no development of site B been considered as mitigation? Would reducing the number of houses reduce the impact? Can financial mitigation be given to address other view shed issues in the city at other locations? What further mitigation measures can be proposed to actually eliminate this impact?
25. 5.2.2.3 Here again the preservation of Site A is counted as a net cumulative benefit in view shed. What is the justification as counting this when there is no description of what the development would have been had the developer's permit been allowed to expire on June 30, 2001?
26. Page 5.4-5. Will the potential for ground surface rupture due to fault movement lead to a requirement of seismic and other studies that meet state requirements

before the project is approved? What studies will be required? When will they be commenced? Will copies be given to future homebuyers in the area?

27. Section 5.8.2.1.a. With regard to water supply, is it correct that there are no issues with regard to water supply for this project? If there are remaining questions, what are they? Will the city incur any additional expenses with regard to either water supply or sewage as a result of the approval of this project?
28. Section 6.4 discusses environmentally superior alternatives. In this discussion, the assumption is that residents have to choose between either a new middle school or a 4.5 acre park. Was consideration given to an alternative, in which the middle school and the park would both be provided, with the developer simply making a flat 4.5 acres available for the park elsewhere in the site? Can such an alternative be considered? After all, the developer is getting to use land that was previously to be an equestrian center and a YMCA under the proposed project. Please consider another alternative in which both the middle school and a 4.5 acre park and the open space are all preserved.
29. On page 2, City of Thousand Oaks, Initial Environmental Study, Revisions to the Dos Vientos Ranch and Rancho Conejo Projects under the Western Plateau Preservation Plan, it says as follows: "In order for the plan to be adopted and the project to go forward, all applications identified in Table 2 and described in Table 3 must be approved by the City Council concurrently." That table contains nothing that addresses the requirement for the developers to pay the city $500,000 or build fifty affordable housing units; will that be added to Table 2 and 3? If it is not added to Table 2 and 3, does that mean that the developer could never build the fifty affordable units or pay the city $500,000 and the project could still be approved? Why was this not included in the detail of Table 2 and 3, that is, the obligations undertaken with regard to senior housing?
30. In the same section, page 14, subsection 21, for "Recreation; Beneficial Effect" it is said that the Operating Engineers Pension Trust is "proposing" to donate 2.5 million dollars to build an equestrian center. Is this a binding obligation? Must operating engineers donate 2.5 million dollars in order for the project to be approved? Why was the work "propose" used if it is a binding commitment?

Thank you for addressing all of the questions contained in each of the numbered paragraphs above. You are asked to be as specific as possible in answering the questions as an aid to understanding the SEIR.

Cordially yours,

John F. Reid

CC:
Mr. Jerry Lewi, President, Save the Conejo
Councilman Masry
Councilman Parks

Commenting Party: John Reid

Date: December 21, 2001

While many of Mr. Reid's comments do not relate to physical affects or impacts on the environment or a matter required to be considered under CEQA in an EIR, the City provides the following more inclusive responses:

1. Comment noted. Mr. Reid was informed that any additional comments submitted to the City on, or before, January 4, 2002, would be responded to. No additional comments were received from Mr. Reid by that date.

2. Acquisition means to obtain possession or control of, to gain ownership of the land. The Fifth Amendment to the United States Constitution states that no "private property shall be taken for public use without just compensation." Just compensation necessitates the City's providing fair market value for any private land it acquires. The acquisition of the Western Plateau for public trail use and its open space pleasure has been identified as an important goal of the City for some time. One avenue of obtaining possession and control of this sensitive and yet undisturbed land is to purchase the property. The fair market value of the property at even lower open space value has made this method of acquisition infeasible for the City. This project proposes to acquire the Western Plateau through a transfer of development rights, another means of providing just compensation other than through a purchase. The transfer of development rights approach has been employed by many governmental and conservation entities for land acquisitions where adequate funds are lacking.

   It is the policy of the City to require developers to bear the financial burden of any new infrastructure needed for their developments, including requiring full cost recovery for processing the applications. The City is not required to spend any new additional public funds on road improvements, schools, sewers or other public utilities due to this plan. The approval process for the various entitlements requires the developers construct any new infrastructure needed, or to recover all costs for such from the developers through appropriate impact fees.

3. The SEIR identifies only the benefits and impacts of this project, not prior approvals. The purpose of this environmental document is to identify the new or added effects the current Western Plateau Preservation Plan Project (or the Project over which the City has discretion of denial or approval) will have on the environment. This allows the Planning Commission and City Council to weigh the benefits and impacts of that Project in deciding whether to approve the Project or leave the existing development approvals as they are. The EIR studies the incremental differences in the environmental impacts if the current Project is approved as opposed to the impacts of the vested development plans, as based on the prior City approvals. The already studied non-impacts and accepted impacts arising from the prior approvals provide a baseline for understanding the effects of the proposed Project. Previously recognized impacts need not be studied again because those impacts are not caused by the current Project. All of the identified prior environmental documents are, and have been made, available at the City for full public review.

4. The $500,000.00 affordable housing impact offset fee is just one of the components of community benefits provided by Miller in this multi-party, multi-faceted and interrelated concept. That amount was arrived at through a process of evaluating relative public benefit commitments, development gains and negotiation between the parties, and is a fixed deal point in the concept provided by the City Council in March, 2001. It would be misleading to isolate this one community benefit from the comprehensive Project benefits, description and then attempt to identify a single corresponding impact. The obligation to pay the $500,000.00 will be a specific condition of approval for the entitlements sought by the Miller Brothers. They will be required to pay the $500,000.00 at a pro rata rate with each building permit sought for the townhome project.

   A contract with Operating Engineers concerning the providing of, and the construction of, at least 50 new affordable units will be presented to the City Council for approval in conjunction with hearing on the Western Plateau Preservation Plan. Who will own the units or actually build the units has not yet been determined. The units will not be built before the Project is approved and will be a separate project requiring its own CEQA environmental analysis. The City will decide the location for and provide the land on which the units are to be built. Yes, there will be a binding agreement in place for the construction of the units. The specific details of the construction are dependent upon the confines of the site selected by the City for the affordable units. If an appropriate site can be identified prior to the hearing on the Western Plateau Preservation Plan, a greater level of detail can be included at that hearing.

   This document considers the environmental impacts of the proposed Project. Private profit or loss is not an environmental impact (P.R.C. §§21060.5 and 21068). Requesting information, or first guessing, on how much a private party applicant may "profit" from any City entitlement being sought on private land has not been required due to its questionable legal basis (let alone the great difficulty of that task; what is remaining to be developed is only part of the whole picture of the developer's land costs and overall processing costs, such as costs for permit approval, overhead, staffing, design, construction, marketing, financing, etc., all which affect profit, so such a snapshot analysis at this time cannot be effectively made). Demanding to look into a private applicant's wallet may not be an appropriate public policy for a municipal police power land use activity. If the applicant eventually losses money on the project, the City does not expect to, and will not, share in that loss of the private applicant. CEQA does not require consideration of the economic impact to or on the Project applicant. The City focuses its attention on an evaluation of the community benefits and any impacts to the public.

5. The question misunderstands the situation between the proposed public equestrian facility and the separate allowed private equestrian facility land use. The Operating Engineers were permitted, not required, to construct a private (and perhaps not open to the public) equestrian facility on Planning Unit 4. The public equestrian facility has been, and is, designated for a different location and will be opened to the public. The land for the proposed public equestrian facility is currently owned by the Mountains Recreation and Conservation Authority. Conejo Open Space Conservation Agency, ("COSCA") is solely responsible for all construction and operation costs of that equestrian facility. COSCA is

currently evaluating designs for construction of the public equestrian facility. The full construction cost is not known because final design of that facility has not occurred. The total cost of that proposed future and possible public equestrian center project is not relevant to this Project or EIR.

This document considers the physical effects and environmental impacts of the proposed Project and it is not required to consider the economic impacts to the Project applicant. The City focused its attention on an evaluation of the community benefits and impacts to the public, not on a possible profit to be made by the applicant. (See also the Response to Comment 4 above).

A contract with Operating Engineers for the equestrian center contributions will be presented to the City Council for approval prior to or in conjunction with hearing on the Western Plateau Preservation Plan. Yes, there will be a binding agreement in place for the contribution to the equestrian center. The approval of the Operating Engineers' entitlement will be conditioned upon approval of the agreement. The agreement will require Operating Engineers to deposit security for the contributions with an escrow.

The $2,500,000.00 equestrian center contribution is one benefit component of this multi-party, multi-faceted, and overall concept. The amount was arrived at through a negotiation process between the parties and is a fixed deal point of that concept approved by the City Council in March of 2001. It would be misleading to isolate this one community benefit from the comprehensive benefits and interrelated Project.

6. It should be noted that the proposed YMCA community facility which is to be constructed in Site E has been specifically designed to provide daycare services. A determination of the possible future market value of 7 single-family homes proposed for construction on Site F is beyond the scope and authority of the California Environmental Quality Act (CEQA) and other applicable laws. No further response is required.

7. The proposed density of Site G (Tentative Tract 5200) is 1.8 dwelling units per net acre. It should be noted that this density falls within the currently applicable General Plan Land Use Element designation of "very-low density residential" (0-2 dwelling units per net acre). The present approved density of this same general area (Planning Unit 21) is 0.2 dwelling units per net acre. The projected population increase in this area as a result of the proposed land use change is about 186 persons.

On page 5.7-6 of Draft Supplemental EIR No. 317 it is pointed out that there is a combined reduction of 132 dwelling units within Specific Plans 7,8 and 9. As a result, there is no cumulative increase in air pollution emissions associated these 69 dwelling units. Rather, in combination with an additional proposed reduction of 48,600 square feet of commercial space in Site E, an overall decrease in cumulative emissions will result if the Western Plateau Preservation Plan is approved.

A comparison of student generation between the currently approved land use scenario for Specific Plans 8 and 9, and the proposed land use changes, which

are a part the Western Plateau Preservation Plan, is addressed on page 5.11-4, Tables 5.11-3 and 4. Again, the determination of any associated financial benefits is not within either the scope of the EIR or the authority of the CEQA and other applicable laws.

8a. The Conejo Valley Unified School District is commenting on the DSEIR. Those comments and responses are included in the FSEIR. The purpose of this environmental document is to identify the effects this current Project will have on the environment so that the Planning Commission and City Council can weigh the benefits and impacts in deciding whether to approve the Project. The document studies the differences in the environmental impacts if the current Project is approved as opposed to the impacts if the Project is not approved. Impacts and benefits from prior approvals, including current school capacity issues, provide a context or background in understanding the Project but are not a basis for evaluating the current Project because they are not the benefits or impacts of the current Project.

The proposed changes to Specific Plan 7 will result in a projected reduction in the number of elementary school students by 45, middle school students by 16 and high school students by 32. The proposed changes to Specific Plans 8 and 9 will result in a projected increase in the number of elementary school students by 79, middle school students by 26 and high school students by 57. Newbury Park High School currently has sufficient capacity to accommodate the additional high school students. Sequoia Middle School currently has sufficient capacity to accommodate the additional middle school students until the new middle school is constructed adjacent to Sycamore Canyon Elementary. The newly constructed Sycamore Canyon Elementary School has sufficient capacity to accommodate the additional elementary school students.

Classroom overcrowding, per se, does not constitute a significant effect on the environment under CEQA (Goleta Union School Dist. v. Regents of University of Cal. (1995), 37 Cal. App. 4th 1025, 1032, Pub. Resources Code, §§ 21060.5, 21065, 21100, subd. (d); see: El Dorado Union High School Dist. v. City of Placerville (1983) 144 Cal. App. 3d 123, 131 [192 Cal. Rptr. 480]; Citizen Action to Serve All Students v. Thornley, supra, 222 Cal. App. 3d at pp. 758-759; Marin Mun. Water Dist. v. KG Land California Corp., supra, 235 Cal. App. 3d at p. 1661.)" The developers are paying the full amount of school impact mitigation fees as required by state law.

8b. Existing volumes are not presented in the EIR for two reasons:

1) From the perspective of the CEQA analysis, the "sensitivity tool" developed to test the significance of the traffic level changes that would occur as a result of the combined action found that traffic generated by the Western Plateau Preservation Plan land uses would be lower on most of street system than if the land uses are developed under the current approvals. The net change in traffic is below the City's significant thresholds in the cases where the Western Plateau Preservation Plan land uses would generate higher traffic levels than the currently approved land uses. Thus, the net effect of the land use changes would not significantly impact the street system, whether measured against existing traffic levels, buildout traffic levels, or some interim year.

1) Also, existing volumes and patterns are being temporarily affected by construction traffic, turn restrictions, planned improvements to the transportation network, as well as the fact that there are existing trips to/from the Dos Vientos Ranch that will be captured within the ranch after development of its commercial center, parks and schools; and

8c. This statement is incorrect. Shapell Industries filed a complete application to develop the Western Plateau prior to the expiration of the Development Agreement. They are entitled, by law (Government Code sect. 66474.2), to have that application to develop the Western Plateau considered by the City subject to only the City land use designations (Specific Plan No. 7 permits the development of 147 single family homes on large estate one acre lots) and standards in place at the time of that filing. In this case, the City land use or zoning freeze of the Development Agreement is automatically extended. Had the City Council taken no action, the City would have been forced to continue processing the application to develop the Western Plateau for 147 single family homes.

8d. This issue has not been raised in the Draft EIR. The land use decision for the public equestrian facility is not before the City. The responsible Agency will be required to comply with CEQA prior to any project approval. No further response is necessary.

9. No suitable alternative location for the 4.5 acre park site land owned by the Project applicants has been identified that would meet the objectives of the Project or would reduce environmental impacts. The current location of the park site provides an unique utility to the community being near the school site and next to a commercial and multi-family residential development. If the park site were removed to another or more remote location, it could be under utilized and would require an increase in the number of vehicle trips for the public to get to the park. The city council in considering this Project must weigh that unavoidable impact against the community benefits of the Project.

10. It should be noted that the 2,800 truck trips identified in Table 2.2-1 will only be used to transport excess earthen material generated within the previously approved grading limits of Tract 4366. Since some of the fill is already on site. the actual number of truck trips will be less. As a result, any truck traffic will be confined to a relatively limited area within the Rancho Conejo development. Such short haul routes are typically not considered to involve significant adverse impacts, and it will not cause any excessive "wear and tear" on streets. The streets involved are all private street for which the City has no maintenance responsibility. Correspondingly, no mitigation in the form of financing future street repairs is proposed.

11. It should be noted that Figure 5.2-5B illustrates a private equestrian facility that includes a caretaker's residence, storage barns structures, perimeter fencing, pipe corrals, livestock pens, as well as several training arenas, which has already been approved for construction on Site H. As a result, the existing viewshed will not remain in a natural undeveloped condition. While it is agreed that the three single-family homes proposed on Site H will be clearly visible from West Potrero Road, as depicted in Figure 5.2-4, this does not constitute a significant adverse

visual impact since such residential homes typically occur along other locally designated "scenic highways" throughout the City, and because the viewshed would be affected in a similar manner to that of the approved private equestrian facility. For this reason, off-site mitigation is not required, nor is it a standard practice or policy of the City.

12. The impact of the environment on the "Project" is not an "environmental Impact" required to be addressed in an EIR. As noted on page 5.4-3, prior Final EIR 303 contains a geotechnical report prepared by Arrow Engineering Geotechnical Services Inc., which specifically addresses Tract 4963, including the private equestrian center (Site I). This report is dated January 15, 1996. The findings presented in this referenced report are as follows, "it appears that all the potentially significant impacts can be reduced to a less-than-significant level provided the appropriate mitigation measures are followed". Prior to any grading occurring at this site, additional site specific geotechnical and soils information is routinely required to be submitted by the Public Works Department. The State of California requires that escrow documents disclose any potential geotechnical hazards that may affect a subject property. Copies of all relevant geotechnical reports are made available for review to such individuals upon their request by the Public Works Department.

13. The number of additional students that would be generated by the project was calculated using student generation factors by housing type as provided by Conejo Valley Unified School District (CVUSD). The student generation factors were applied to the number of units that were previously proposed under the approved plans and to the number of units by housing type that would be developed with the land uses as proposed by the project (within the affected sites). This is shown in Tables 5.11-1 through 5.11-4. The difference in students generated under currently approved land uses and proposed land uses is the net number of students that would be generated as a result of the proposed project. However, the project-specific impact evaluation looks at the total number of students that would be generated by buildout as currently proposed. The cumulative evaluation discusses the net impact of the project on student generation and impacts to schools.

The length of time that students would need to use temporary classrooms is dependent upon several factors including the following:

- Dates that the proposed residential development on Sites A, B, D F, G and I become occupied and generate students;
- Date of completion of construction for proposed new Sycamore Canyon Elementary/Middle School facility; and
- Background levels of student enrollment at effected schools when project students enter the school district.

As indicated in the Supplemental EIR, Sequoia Middle School is at capacity. Sycamore Elementary is anticipated to be operational in August 2002. With approval of the proposed project the Sycamore Elementary School Site would be expanded by 4.5 acres to accommodate a middle school program. Therefore, if any project middle school students resided in the project area prior to the opening date of a combined Sycamore Elementary/Middle School, portable classrooms would be required. If the Sycamore Elementary School opens on

schedule as a combined elementary/middle school, students may not need to be housed in portables at all, or possibly for a short period since project development may not occur until alter the school opening. However, CVUSD does not anticipate having a middle school program at the site by August 2000 (Hanna, Debbie, Planning Technician, Conejo Valley Unified School District, January 2002). If the middle school program is not developed at the Sycamore site until a later date, the period that students from the project area would need to be located in portable classrooms at the Sequoia Middle School would last until that date which will be determined by the CVUSD.

According to the State Department of Education School Facilities and Planning Division (Mike Oneil), current statutory "Level 1" fees as of January 2000 are $2.05 per square foot for residential and $0.33 per square foot of commercial/industrial use. Conejo Valley Unified School District collects "Level 1" fees (Hanna, Debbie, Planning Technician, CVUSD, January 2002). These fees must be paid by the developer prior to issuance of building permits the project tracts. It should also be noted that school districts and developers are free to negotiate other forms of mitigation agreements.

Maximum classroom size is based upon state standards. Assuming the school district complies with the state standards, the project would not result in any classroom sizes exceeding regulatory standards.

14. The beneficial impact is identified on the basis that there are approvals that have been granted for developments that have legal standing (i.e. development rights exist for the approved land uses). The land uses proposed under the Western Plateau Preservation Plan would generate lower traffic levels on the area street system than the approved uses (see EIR Figure 5.5-2). Thus a beneficial impact would occur with approval of the Western Plateau Plan's lower traffic levels.

    The developers are also required to provide an additional $175,000 in funds for noise attenuation projects.

15. CEQA requires the identification of a reasonable range of alternatives. SEIR No. 317 has identified the required alternatives from this reasonable range and provides a factual analysis of each of the alternatives.

    The environmental review document is a presentation of facts for the Planning Commission and City Council to consider. In considering the applications before them, they will make certain findings or conclusions based upon the evidence which is presented to them. In this case the word suggest is used merely to convey that this is an appropriate finding or conclusion for the Planning Commission and City Council to make.

    The statement that the development rights on the Western Plateau would have expired is incorrect. Shapell Industries filed a complete application to develop the Western Plateau with 147 units prior to the expiration of the Development Agreement. They are entitled, by law, to have this application to develop the Western Plateau considered by the City under the standards in place at the time of the filing, in this case, the standards guaranteed by the Development Agreement. Had the City Council taken no action, the City would have been

forced to continue processing the application to develop the Western Plateau. Although the Development Agreement may expire, there is no automatic re-zoning or down zoning of this property. A formal council action is required. Scrutton v. County of Sacramento (1969) 275 Cal.App.2d 412. Any specific plan change (re-zoning) must go through a state mandated process. Government Code sec. 65853-65857. The City would still have to allow a reasonable viable use for this land (even a few mansions built on such a site would have a visual and lost recreational opportunity), thus, a down zoning would not save or preserve the Western Plateau from any and all development.

As part of their application to develop the Western Plateau, Shapell would be required to construct a secondary access to the property. This document considers the environmental impacts of the proposed Project and is not required to consider the economic impact to the Project applicant. (See Response to Comment 4 above).

This Project has been presented in concept to the City Council on two prior occasions at noticed hearings with the Project being part of the agenda. Numerous public groups and individuals have exercised the opportunity to inform themselves of the specifics of the Project and offer comments. The City has provided information about this Project to the public through its web site. Community meetings have been held to discuss this Project with the community. Copies of the DEIR have been widely circulated and made available. However, no specific special interest group like Save the Conejo 2000 has been selected for access to the process which has been denied to other groups.

Population density, by itself, is not an environmental impact. However, it does lead to impacts. For instance, if this Project would have increased density by increasing the number of units, there would be specific environmental impacts which would have to be analyzed. Where density increases without the physical changes to the environment associated with additional units, the impacts might include increased traffic. Such impacts as the increase in traffic which is generated from condominiums as opposed to apartments is identified and analyzed in the document.

16. As indicated page 3-2, under subsection 3.3 PROJECT OBJECTIVES, which lists community benefits, the proposed middle school site is new.

17. A contract with Operating Engineers for the creation or construction of 50 affordable units will be presented to the City Council for approval in conjunction with the hearing on the Project. "Build" in quotes means these units will constitute more of a reality rather than a mere remote possibility as under the present development approvals. While the City will contract with the Operating Engineers, they may have a construction company or others actually do the work of constructing the units. Yes, there will be a binding agreement in place for the construction of the units. The specific details of the construction are dependent upon the confines of the site selected and other factors for the affordable units.

This document considers the environmental impacts of the proposed Project and it is not required to consider the economic impact on the Project applicant. (See Response to Comment 4 above).

18. Resolution of outstanding litigation at no, or an agreeable fixed cost to the City, which litigation represents a potentially significant financial exposure to the City, is one of the Project goals and community benefits available through this Project. As such, it is appropriately a subject for consideration in the environmental document. Logically, the CEQA process should accurately describe what the Project is and what the Project goals are, therefore, the EIR should include the goal of resolving litigation.

Both Miller Brothers and Operating Engineers have agreed that they are willing to forego their rights and damage claims in the Borchard Road and the reduction of 16 units litigation as part of the comprehensive negotiated Project. Approval of the Miller Brothers and Operating Engineers entitlement applications will be conditioned to require their executing the necessary documents to waive their rights in the respective litigation. The applicants have claimed millions of dollars in damages in the context of the respective actions. The City Attorneys' Office has confidentially briefed the City Council on the City's exposure in those actions. It would be inappropriate and not in the public interest to divulge the City's evaluation of those litigation claims. The involved litigation is OPERATING ENGINEERS PENSION TRUST et al vs. CITY OF THOUSAND OAKS, et al, Ventura County Superior Court Case No: Civ 183043; MILLER BROTHERS INVESTMENT, vs. CITY OF THOUSAND OAKS; et al. , Ventura County Superior Court Case No. Civ 183549 and MILLER BROTHERS INVESTMENT, vs. CITY OF THOUSAND OAKS et al, Ventura County Superior Court Case No. SC 022010.

19. The purpose of this document is to analyze the environmental impacts associated with the proposed Project. It can not speculate as to what will occur if the Project is not approved. However, if the Project is not approved, Shapell Industries will have the legal right to require the City to process their application to develop 147 units on the Western Plateau under the development standards in place for the parcel when the application was deemed complete. The City Council considered the agreement and found that it was consistent with the Council's conceptual proposal to proceed with the Western Plateau Preservation Plan. The agreement did not grant any greater development rights to Shapell but allowed them to participate in the Project proposal without having the City or the developers spend the time and energy to concurrently process two diametrically opposed and mutually inconsistent development applications. Processing of the pending application for the development of the Western Plateau will be required to comply with CEQA. It is expected that compliance will likely require preparation of an EIR. Developers usually desire that an application be expeditiously processed as required by state law. Because of the unique situation, it was to the advantage of both parties to delay considering development of the Western Plateau while opportunities for preserving the Western Plateau as open space were explored.

20. This comment refers to Site B, tentative tract 5342, which constitutes a merger and resubdivision of portions of existing Tracts 4366-3 and 4366-7. Rough grading for these tracts has already occurred under an approved grading permit. An unknown quantity of fill material from other phases of Tract 4366 has been placed on lots within the proposed tract 5342, primarily being excess material

from final grading operations from new homes being constructed in other phases. The material was placed in this location as part of its on-going approved grading operations in lieu of temporary storage elsewhere or hauling offsite. Thus, it is not a current violation of the grading permit. Because of long-term stockpiling of excess material is not approved, the developers must continue to demonstrate an ability to utilize the material in an on-going approved grading operations.

21. No suitable alternative location for the 4.5 acre park site owned by the Project applicants has been identified that would meet the objectives of the Project or would reduce environmental impacts. The current location of the park site provides unique utility to the community being near the school site and next to a commercial and multi-family residential development. If the park site were removed to any other remote location, it could be under utilized and would require an increase in the number of vehicle trips for the public to get to the park.

22. The purpose of this document is to analyze the environmental impacts associated with the proposed Project. It can not speculate as to what will occur if the Project is not approved. However, if the Project is not approved, Shapell Industries will have the legal right to require the City to process their application to develop 147 units on the Western Plateau under the development standards in place for the parcel when the application was deemed complete. The application would also provide for the construction of the required secondary access road. The impacts of constructing the required secondary access road are part of the potentially adverse topographic impacts which are avoided by this Project.

    This document considers the environmental impacts of the proposed Project and is not required to consider the economic impact to the Project applicant. (See Response to Comment 4 above).

23. Specific mitigation measures have been added into in the Final Supplemental EIR in order to minimize the visibility of any future homes located within Site B from the bottom of the Arroyo Conejo Canyon, pursuant to the conditions of Specific Plan No. 7.

24. The no development alternative is considered to be infeasible because Tract 4366, of which Site B is a part, consists of legally recorded lots on which the applicant is entitled to build homes. While reducing the number of homes on Site B may also eliminate potential viewshed impacts, as noted above, specific mitigation measure are identified in the Final Supplemental EIR in order to avoid a significant viewshed impact. For this reason, offsite mitigation is not required.

25. It should be noted that the developer of Rancho Conejo Specific Plan No. 7, Shapell Industries, Inc., has filed a pending Vesting Tentative Tract 5312 and accompanying RPD permit application with the City requesting approval to construct 147 single-family homes on Site A in the event the Western Plateau Preservation Plan is not approved. Under the provisions of the Subdivision Map Act, the City must render a decision regarding this pending tract map and permit if the applicant chooses to proceed with this residential project. This action has nothing to do with any other entitlements or agreements that may have expired or been terminated. For this reason it is appropriate to consider the preservation of Site A a cumulatively beneficial viewshed effect.

26. Please refer to response No. 12 above.

27. California-American Water is the water purveyor for the project. California-American Water has reviewed the project and has informed the City that there are no known issues with regard to the water supply for the Dos Vientos Ranch as a result of the proposed Western Plateau proposal. The increased density was considered in the water system design. Sizing of mains, pumps and reservoirs includes the potential for increased density and demand that would result from this issue.

    It is the policy of the City to require developers to bear the financial burden of any new infrastructure needed for their developments, including requiring full cost recovery for processing the applications. The City is not required to spend any new additional public funds on road improvements, schools, sewers or other public utilities due to this plan. The approval process for the various entitlements requires the developers construct any new infrastructure needed, or to recover all costs for such from the developers through appropriate impact fees. The increased density will not impact the existing or proposed wastewater facilities within the Dos Vientos Ranch. Each developer/builder pays (1) a wastewater connection fee and (2) a Unit E "special interceptor charge" at the time of issuance of building permit for each residence and other sewage generating uses. As identified in the Wastewater Master Plan for the Dos Vientos project, the Public Works Department has included in its City Council-adopted 2001-2003 Capital Improvement Program the construction of a new replacement Unit E wastewater main in the 2002-2003 fiscal year. The estimated cost of that replacement main is $1,500,000.

28. No suitable alternative location for the 4.5 acre park site, other than its presently designated site which is proposed for a middle school, which is owned by the Project applicants has been identified that would meet the objectives of the Project or would reduce environmental impacts. The current proposed location of the park site provides unique utility to the community being directly across from the school site and next to a commercial and multi-family residential development. The current proposed location allows both a middle school and a park to be accommodated. If the park site were removed to any other remote location, it would be under utilized, would be less accessible to the community and would require an increase in the number of vehicle trips for the public to get to the park.

29. The purpose of this document is to describe the land use entitlements which make up the Project and analyze the environmental impacts associated with the proposed Project. The obligation for Miller Brothers to pay the City $500,000 if it approves the Project is only one part of the concept. An agreement with the Operating Engineers for the creation and construction of the affordable housing will be considered by the City on the same agenda as the Western Plateau Preservation Plan. All of the entitlements will be conditioned to require performance of these obligations.

30. A contract with Operating Engineers for the equestrian center contributions will be presented to the City Council for approval prior to or in conjunction with

hearing on the Western Plateau Preservation Plan. Yes, there will be a binding agreement in place for the contribution to the public equestrian center. The approval of the Operating Engineers' entitlement will be conditioned upon execution of that agreement. The agreement will require Operating Engineers to deposit adequate security for that contribution with an escrow firm.

The purpose of this document is to describe the land use entitlements which make up the Project and analyze the environmental impacts associated with the proposed Project. The term "proposing" was used to describe this aspect of the Project proposed by the applicant.

APPENDIX A: INITIAL STUDY AND NOTICE OF PREPARATION

City of Thousand Oaks
Revisions to Dos Vientos Ranch Project and Rancho Conejo Project
Under the Western Plateau Preservation Plan

Notice of Preparation of a Draft Subsequent or
Supplemental Environmental Impact Report

From: City of Thousand Oaks
Department of Community Development
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

The City of Thousand Oaks will be the Lead Agency and will prepare a subsequent or supplemental environmental impact report (SEIR) to Final EIR 148 and Supplemental EIR 301 (for the Dos Vientos Specific Plans and Project) and to Final EIR 144 and EIR 189 (for the Rancho Conejo Specific Plan and Project) for revisions to the Dos Vientos Ranch Project and the Rancho Conejo Project for the purpose of preserving as open space an area in northwestern Thousand Oaks commonly known as the Western Plateau (as described in the "Western Plateau Preservation Plan"). We need to know your views as to the scope and content of the environmental information which should be included in the document that is germane to your statutory responsibilities or area of interest. If you are a responsible agency, as defined by the California Environmental Quality Act (CEQA), for this project, you will need to use the subsequent or supplemental EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location and probable effects are contained in this notice. A copy of the Initial Study is not attached; however, it and other documents and files relating to the project can be reviewed at the City of Thousand Oaks Department of Community Development office (address above).

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice. Please send your response to the address above: Attn: Mr. Greg Smith, Senior Planner. Please include the name of a contact person in your agency.

Project Title: Revisions to Dos Vientos Ranch Project and Rancho Conejo Project -- Western Plateau Preservation Plan

Project Location: The northern and western portions of the City of Thousand Oaks identified as the Rancho Conejo Specific Plan 7 Area and Dos Vientos Ranch Specific Plan 8/9 Area respectively. See Figure 1 attached.

Project Proponents: City of Thousand Oaks, Miller Brothers, Operating Engineers Pension Trust and Shapell Industries

Project Description:

The Western Plateau Preservation Plan (the "Plan") is an inter-related group of proposed land use actions to be undertaken by the City, including amendments to the Thousand Oaks General

Plan, amendments to Specific Plans 7 (Rancho Conejo) and 8/9 (Dos Vientos Ranch), and entitlements for development projects within those two Specific Plan areas. The major purpose of the Plan is to acquire in public ownership the Western Plateau for the preservation as open space, and, at the same time, recognize the property rights of the owners by modifying certain development rights for the Dos Vientos Ranch Project and the Rancho Conejo Project.

Figure 1 identifies the various properties that are involved in the Plan, and Table 1 lists the changes in land use planning designations for these properties that are proposed in order to implement the Plan. Table 2 identifies the entitlements and legislative actions that have been filed or will be filed for consideration by the City. Specific land use planning applications that have been initiated by the City Council together with entitlement applications filed by the private applicants which are necessary to implement the Plan and that are therefore part of the project description are identified and described in the Initial Study available for review at the City. All of these applications, together with any necessary development allotments, are interdependent and to be processed concurrently.

If the land uses of the Plan and described entitlements are approved, the maximum permissible number of dwelling units in Specific Plan 7 (Rancho Conejo) will be reduced from 1,452 to 1,324. The maximum permissible number of dwelling units in Specific Plan 8/9 (Dos Vientos Ranch) will be reduced from 2,350 to 2,346. The net change for both areas will be a reduction of 132 dwelling units. Some multi-family dwelling units in the Specific Plan 8/9 are proposed by the Plan without any restrictions as to affordability or senior housing provided that an affordable housing assistance payment of $500,000 is made to the City and 50 affordable attached housing units are constructed by the private developer (Operating Engineers Pension Trust) in the future at a site to be determined by the City.

The Plan would eliminate the approved 8.7 acre land use designation for a private equestrian center within Planning Unit 4 of Specific Plan 8/9. However, as part of an agreement with the City, the owner of Planning Unit 4 would donate $2.5 million toward construction of a public equestrian center on a publicly owned site within ¼ mile of Planning Unit 4. The development of this public equestrian facility is proceeding under the City's direction, likely with a mitigated negative declaration.

Effects

Environmental issues that will be address in the EIR include:

Grading	Air Quality
Viewshed	Domestic Water
Biology	Recreation
Geotechnical Hazards	Electricity
Traffic	Schools
Noise	Solid Waste

Environmental Effects Determined to be Less Than Significant

Environmental issues that were concluded to be less than significant in the Initial Study due to their previous adequate coverage in other environmental documents or determination that the level of environmental effect was below significance thresholds are identified below.

Archaeological/Historic Resources
Land Use
Population and Housing
Growth Inducement
Surface Water Quantity/Quality
Mineral Resources
Agricultural Resources
Paleontological Resources
Flood Hazards
Fire/Police Protection
Hazardous Materials
Public Health
Light and Glare
Wastewater

As referenced above, a number of earlier environmental reviews have been performed on the approved projects now designated for the Dos Vientos Ranch and Rancho Conejo Specific Plans. Final EIR 148 was prepared and certified for Specific Plans 8 and 9 (Dos Vientos) in 1987. Later, Supplemental EIR 301 (FSEIR 301) was prepared and certified in 1994 in conjunction with the approval of the first subdivision map within the Specific Plan area, Tract 4831. In 1996, Supplemental EIR 303 (FSEIR 303) was prepared and certified in conjunction with the approval of Tract 4963 and Amendment 3 to Specific Plan 8/9. EIRs 301 and 303 incorporated new information and addressed potential cumulative impacts associated with the full build-out of the 2,350 dwelling units approved for Specific Plans 8 and 9, which had not been previously addressed in FEIR 148.

Final EIR 144 was prepared and certified for Specific Plan 7 (Rancho Conejo) in 1983. The City also approved a Negative Declaration in 1987 for Amendment 2, a comprehensive amendment to the Specific Plan, and prepared and certified EIR 189 in 1991, for Amendment 3, which made various land use and circulation plan changes. Project level EIRs were also prepared and certified for Tract 4366 and Tract 4823 within Specific Plan 7. The environmental documents referenced above were used in the determination of significance for the issues relating to the Western Plateau Preservation Plan and will be supplemented and incorporated by reference in the subject subsequent or supplemental EIR.

June 28, 2001

By: _____

Greg Smith, Senior Planner
Environmental Services Section
(805) 449-2329

TABLE 1

WESTERN PLATEAU PRESERVATION PLAN
Site Identification and Project Description

Site	Description	Current Land Condition	Approved Land Use Plan	Proposed Land Use Plan
A	SP 7, Planning Units 2 and J, the "WESTERN PLATEAU"	Vacant, ungraded	147 very low density single family homes and 7 acre neighborhood park	191 acres of open space
B	SP 7, Planning Unit 1	Vacant, graded	75 low density single family homes	94 low density single family homes
C	SP 8/9, School and Park Site	Vacant	10 acre elementary school and 4.5 acre park	14.5 acre elementary and middle school (Rename as School Site)
D	SP 8/9, Planning Unit 20	Vacant	350 high density apartments	128 high density apartments and 171 medium density townhouses (Rename as Planning Units 20A and 20B)
E	SP 8/9, Commercial Site	Vacant	9 acre neighborhood shopping center	9 acre neighborhood shopping center including 2 acre community facility
F	SP 8/9, Planning Unit 22	Vacant	2 acre day care center	7 low density single family homes
G	SP 8/9, Planning Unit 21 (por.)	Vacant, ungraded	9 very low density single family estates	69 very low density single family homes (Rename as Planning Unit 24)
H	SP 8/9, Planning Unit 23 (por.)	Open space	5 acres of open space	5 acre neighborhood park (Rename as Park Site D)
I	SP 8/9, Planning Unit 4	Vacant	8.7 acre private equestrian center	3 very low density single family estates

CITY OF THOUSAND OAKS
INITIAL ENVIRONMENTAL STUDY

Revisions to the Dos Vientos Ranch and Rancho Conejo Projects Under the Western Plateau Preservation Plan

I. PROJECT DESCRIPTION

The Western Plateau Preservation Plan is an inter-related group of proposed actions, including amendments to the Thousand Oaks General Plan, amendments to Specific Plans 7 (Rancho Conejo) and 8&9 (Dos Vientos), and entitlements for development projects within those two Specific Plan areas. The purpose of the Plan is to acquire in public ownership and preserve as open space an area in northwestern Thousand Oaks known commonly as the "western plateau" and, at the same time, recognize the property rights of the owners by modifying certain development rights for the Dos Vientos Ranch Project and the Rancho Conejo Project.

Figure 1 identifies the various properties that are involved in the Plan, and Table 1lists the changes in land use planning designations for these properties that are proposed in order to implement the plan.

The "western plateau" is formally designated as Planning Units 2 and J within Specific Plan 7. The gross area of these two Planning Units is 191 acres. Planning Unit 2 is designated for residential development of up to 147 single family estate homes and Planning Unit J is designated as a 7-acre neighborhood park site. These areas are physically isolated from the rest of the development area within Specific Plan 7. These Planning Units would be served by a primary access road extending through intervening open space, the location and alignment of which was approved by Amendment 3 to Specific Plan 7 in 1991. The grading and construction of that road, and a secondary access road to be considered through a separate Specific Plan amendment, would occur over a portion of the intervening open space impacting an estimated additional 15-20 acres of land.

A Development Agreement entered in 1989 between the City and the property owner, Shapell Industries, guarantees to Shapell development allotments under the City's Residential Development Control System for Planning Unit 2 and also locks in the residential density and land use designation of the Specific Plan for that area. The Agreement expires June 30, 2001. However, the landowner has filed with the City complete applications for a vesting tentative tract map and companion Residential Planned Development (RPD) Permit to develop 147 single family detached homes on the western plateau.

Pursuant to Government Code section 66474.2, in considering that application, the City must apply only those land use ordinances, specific plan designations, zoning policies, and development standards in effect at the time the application was accepted as

complete. If the vesting tentative tract map application and companion RPD Permit applications are approved, the property owner has the right to proceed with the development of the western plateau all the way through issuance of building permits, in spite of any effort to down-zone that area.

For purposes of environmental review, the "project" consists of the group of inter-related changes described in general on Table 1. Specific legislative actions and entitlements which have been initiated by the City Council or filed by an applicant which are necessary to implement the plan and which are therefore part of the project description are identified in Table 2. Each of these applications is described in Table 3. Pursuant to City Council direction, all of these applications are to be processed concurrently and are inter-dependent. In order for the plan to be adopted and the project to go forward, all applications identified in Table 2 and described in Table 3 must be approved by the City Council concurrently.

If the land uses of the Plan and described entitlements are approved, the maximum permissible number of dwelling units in Specific Plan 7 (Rancho Conejo) will be reduced from 1,452 to 1,324. The maximum permissible number of dwelling units in Specific Plans 8&9 (Dos Vientos) will be reduced from 2,350 to 2,346. The net change for both areas will be a reduction of 132 dwelling units.

In addition to the applications described on these tables, the project will require certain development allotment assurances under the City's Residential Development Control System. Pursuant to development agreements entered between the City and the respective property owners, Specific Plans 8 and 9 were previously awarded 2,000 development allotments. Allotments were not considered or awarded in the development agreements for the 350 units in Planning Unit 20. As noted above, the total holding capacity number of units in Dos Vientos would be reduced from 2,350 units to 2,346 units, or 346 units more than the 2,000 development allotments which the project has already been awarded. These additional allotments will be provided.

Specific Plan 7 (Rancho Conejo), on the other hand, already has been awarded 1,452 allotments, but with the reduction in dwelling units noted above, will only need 1,324 allotments. Hence, the difference of 128 allotments will be unused and expire.

TABLE 2

WESTERN PLATEAU PRESERVATION PLA I

Identification of Applications for Project Description

Site	Description	Applications For the Changes Identified in Table 1 and Project Construction
A	SP 7, Planning Units 2 and J, the "WESTERN PLATEAU" change to open space	General Plan Amendments LU 2001-225 (Land Use Element), C 2001-29 (Circulation Element), and OS 2001-2 (Open Space Element) Specific Plan 7, Amendment 11
B	SP 7, Planning Unit 1 change to add 19 single family homes	Specific Plan 7, Amendment 11 Tentative Tract _____; RPD 88-392 Modification ___
C	SP 8/9, School and Park Site change to 14.5 acre school site	Specific Plans 8&9, Amendment 4
D	SP 8/9, Planning Unit 20, change to mix of apartments and condominiums	Specific Plans 8&9, Amendment 4 Tentative Tract _____ and RPD 2001-_____ (condominiums) RPD 2001-_____ (apartments)
E	SP 8/9, Commercial Site change to incorporate community facility	Specific Plans 8&9, Amendment 4 DP 2001-_____
F	SP 8/9, Planning Unit 22 change to 7 single family homes	Specific Plans 8&9, Amendment 4 Tentative Tract _____ RPD 97-0517 Modification _____
G	SP 8/9, Planning Unit 21 (por.) change from 9 single family homes to 69 homes	Specific Plans 8&9, Amendment 4 Tentative Tract 5200 RPD 2000-0528
H	SP 8/9, Planning Unit 23 (por.) change to 5-acre neighborhood park	Specific Plans 8&9, Amendment 4 DP 2001- _____
I	SP 8/9, Planning Unit 4 change to 3 single family estate lots	LU 2001-225 Specific Plans 8&9, Amendment 4 LD 704

TABLE 1

SITE IDENTIFICATION AND PROJECT DESCRIPTION

Site	Description	Current Land Condition	Approved Land Use Plan	Proposed Land Use Plan
A	SP 7, Planning Units 2 and J, the "WESTERN PLATEAU"	Vacant, ungraded	147 very low density single family homes and 7 acre neighborhood park	191 acres of open space
B	SP 7, Planning Unit 1	Vacant, graded	75 low density single family homes	94 low density single family homes
C	SP 8/9, School and Park Site	Vacant	10 acre elementary school and 4.5 acre park	14.5 acre elementary and middle school (Rename as School Site)
D	SP 8/9, Planning Unit 20	Vacant	350 high density apartments	128 high density apartments and 171 medium density townhouses (Rename as Planning Units 20A and 20B)
E	SP 8/9, Commercial Site	Vacant	9 acre neighborhood shopping center	9 acre neighborhood shopping center including 2 acre community facility
F	SP 8/9, Planning Unit 22	Vacant	2 acre day care center	7 low density single family homes
G	SP 8/9, Planning Unit 21 (portion)	Vacant, ungraded	9 very low density single family estates	69 very low density single family homes (Rename as Planning Unit 24)
H	SP 8/9, Planning Unit 23 (portion)	Open space	5 acres of open space	5 acre neighborhood park (Rename as Park Site D)
I	SP 8/9, Planning Unit 4	Vacant	8.7 acre private equestrian center	3 very low density single family estates

TABLE 2

IDENTIFICATION OF PROJECT APPLICATIONS
FOR PROJECT DESCRIPTION

Site	Description	Applications For the Changes Identified in Table 1 and Project Construction
A	SP 7, Planning Units 2 and J, the "WESTERN PLATEAU" change to open space	General Plan Amendments LU 2001-225 (Land Use Element), C 2001-29 (Circulation Element), and OS 2001-2 (Open Space Element Specific Plan 7, Amendment 11
B	SP 7, Planning Unit 1 change to add 19 single family homes	Specific Plan 7, Amendment 11 Tentative Tract _____; RPD 88-392 Modification ___
C	SP 8/9, School and Park Site change to 14.5 acre school site	Specific Plans 8&9, Amendment 4
D	SP 8/9, Planning Unit 20, change to mix of apartments and condominiums	Specific Plans 8&9, Amendment 4 Tentative Tract _____ and RPD 2001-_____ (condominiums) RPD 2001-_____ (apartments)
E	SP 8/9, Commercial Site change to incorporate community facility	Specific Plans 8&9, Amendment 4 DP 2001-_____
F	SP 8/9, Planning Unit 22 change to 7 single family homes	Specific Plans 8&9, Amendment 4 Tentative Tract _____ RPD 97-0517 Modification _____
G	SP 8/9, Planning Unit 21 (por.) change from 9 single family homes to 69 homes	Specific Plans 8&9, Amendment 4 Tentative Tract 5200 RPD 2000-0528
H	SP 8/9, Planning Unit 23 (por.) change to 5-acre neighborhood park	General Plan Amendment OS 2001-2 Specific Plans 8&9, Amendment 4 DP 2001- _____
I	SP 8/9, Planning Unit 4 change to 3 single family estate lots	LU 2001-225 Specific Plans 8&9, Amendment 4 LD704 RPD 2001-_____

TABLE 3
DESCRIPTION OF APPLICATIONS

Application	Description
General Plan Amendment LU 2001-225	Amend Land Use Element of the General Plan for Site A from "reserve residential" to "proposed parks and recreation areas"; from "proposed parks and recreation" to "very low density residential" for Site I.
General Plan Amendment C 2001-29	Delete primary access road to the Western Plateau from the Circulation Element of the General Plan.
General Plan Amendment OS 2001-2	Delete Site H from Open Space Inventory (Figure 1 and text of 1996 Open Space Element); change sites A and B from "areas with important open space resources" on Figure 1 to Open Space Inventory.
Specific Plan 7, Amend. 11	Amend map and text to change Site A to open space; add 19 single family homes (Site B).
Tentative Tract _____	Resubdivide a portion of Tract 4366 to add 19 new lots (Site B).
RPD 88-392 Mod. _____	Permit construction of 19 additional homes (Site B).
Specific Plans 8&9, Amendment 4	Change "school and park site" to "school site" (Site C) Change Planning Unit 20 to mix of 128 apartments (20A) and 171 condominiums (20B) (Site D) Change Commercial site to include 2.2-acre community facility (Site E) Delete Planning Unit 22 (Day Care) and merge its area into Planning Unit 10 (Site F) Change part of Planning Unit 21 planned for 9 homes to a new Planning Unit 24 planned for 69 homes (Site G) Change a 5-acre portion of Planning Unit 23 from "open space" to a new "park D" (Site H) Change Planning Unit 4 from "equestrian center" to 3 "rancho estates" (Site I)
Tentative Tract _____	Subdivision for condominium purposes for Planning Unit 20B (Site D)
RPD 2001-_____	Entitlement to approve construction of 171 condominiums in Planning Unit 20B (Site C)
RPD 2001-_____	Entitlement to approve construction of 128 apartments in Planning Unit 20A (Site C)
DP 2001-_____	Entitlement to approve construction of neighborhood shopping center with 2.2-acre community facility (Site E)
Tentative Tract _____	Subdivision of former Day Care site into 7 lots (Site F)
RPD 97-0517 Mod. _____	Entitlement to approve construction of 7 single family homes (Site F)
Tentative Tract 5200	Subdivision of new Planning Unit 24 into 69 single family lots (Site G)
RPD 2000-0528	Entitlement to approve construction of 69 single family homes within Tract 5200 (Site G)
DP 2001- _____	Entitlement to construct 5-acre neighborhood park D (Site H)
LD 704	Land division to subdivide Planning Unit 4 into 3 lots (Site I)

Tract 4831. In 1996, Supplemental EIR 303 (FSEIR 303) was prepared and certified in conjunction with the approval of Tract 4963 and Amendment 3 to Specific Plan 8/9. EIRs 301 and 303 incorporated new information and addressed potential cumulative impacts associated with the full build-out of the 2,350 dwelling units approved for Specific Plans 8 and 9, which had not been previously addressed in FEIR 148.

Final EIR 144 was prepared and certified for Specific Plan 7 (Rancho Conejo) in 1983. The City also approved a Negative Declaration in 1987 for Amendment 2, a comprehensive amendment to the Specific Plan, and prepared and certified EIR 189 in 1991, for Amendment 3, which made various land use and circulation plan changes. Project level EIRs were also prepared and certified for Tract 4366 and Tract 4823 within Specific Plan 7. The environmental documents referenced above were used in the determination of significance for the issues relating to the Western Plateau Preservation Plan and will be supplemented and incorporated by reference in the subject subsequent or supplemental EIR.

II. PRELIMINARY ANALYSIS OF POTENTIAL ENVIRONMENTAL IMPACTS AND BENEFICIAL EFFECTS OF THE PROJECT

Please refer to the preceding project description, including the map and the tables which define the proposed land use changes for each site. These same site designations are used in the following text.

RANCHO CONEJO SPECIFIC PLAN 7

1) Grading: *Beneficial Effect*

Site A will be changed to open space, and hence not graded to accommodate development of homes and a neighborhood park planned per Specific Plan 7. The approved primary access road to this area will not be graded, avoiding significant grading in slopes over 25% natural grade and manufactured slopes in excess of 25 feet high, as identified in the EIR for Specific Plan 7, Amendment 3.

Site B has already been graded. Modifications to the fine grading are necessary to accommodate the 19 single-family residential units transferred from Western Plateau (Site A). No grading outside the existing graded area is proposed. Hence, the project will not cause an impact in this area.

2) Viewshed: *Beneficial Effect*

Site A will be retained in its present condition, eliminating all viewshed impacts of future home construction on this elevated plateau.

Within Site B, the 19 single-family detached units are to be located within the

interior of Planning Unit 1 and will not be visible from lower the Arroyo Conejo Canyon, a sensitive area evaluated in earlier environmental reports.

3) Biological: *Beneficial Effect*

Site A will be preserved in its present condition, including biologically significant plant and animal habitat

Site B has already been graded and does not have significant biological resources.

4) Geotechnical: *No Impact*

Avoidance of landslide debris and adversely dipping strata in location associated with construction of necessary access road to Western Plateau (Site A).

No geotechnical hazards present within limits of Site B, which has already been graded.

5) Archaeological Resources: *No Impact*

Complete avoidance of sensitive areas likely to contain such resources within Western Plateau (Site A).

No known, or previously recorded archaeological resources present within Site B, which has already been graded.

6) Land Use: *No Significant Impact*

Site A will be changed to open space, which is compatible with adjacent land also designated open space. Site B will increase in density from 2.4 dwellings per net acre to 3.0 dwellings per net acre, which is consistent with underlying General Plan range (2 to 4.5 dwellings per net acre) and less dense than the adjacent Planning Unit 3 (6.1 dwelling per net acre).

7) Traffic: *Beneficial Effect*

Net reduction of 128 single family homes within this Specific Plan equates to a reduction of 1280 ADT.

8) Noise: *Beneficial Effect*

Net reduction in long-term noise results from reduced traffic. Short-term construction noise is also reduced due to the fewer number of homes to be constructed.

9) Air Quality: *Beneficial Effect*

Net reduction (minor) in projected Nox, Roc and Co emissions at full buildout due to lower amount of vehicular traffic.

10) Domestic Water Supply: *Beneficial Effect*

Net reduction in use due to fewer dwelling units.

11) Electrical Service: *Beneficial Effect*

Net reduction in use due to fewer dwelling units.

12) Schools: *No Impact*

Fewer students will be generated over the life of the project due to the net reduction of 128 single-family dwelling units.

13) Solid Waste Disposal: *Beneficial Effect*

Reduced residential development within the Specific Plan will result in reduced solid waste disposal needs.

14) Housing and Population: *No Impact*

There is no existing housing, either affordable or otherwise, located within the project area (Site A). As a result, no displacement or loss of housing stock will occur. In addition, the propose deletion of 128 dwelling units from Specific Plan No. 7 will serve to reduce the buildout population of this project by approximately 438 residents.

15) Growth Inducement: *No Impact*

Reduced residential development within the Specific Plan will result is a lesser demand for local goods and services locally, thereby reducing the impetus to accommodate additional commercial, industrial and institutional growth.

16) Surface Water Quality/Quantity: *Beneficial Effect*

The proposed elimination of residential and active recreational land uses on the

Western Plateau will serve to maintain naturally occurring surface water flows. In addition, retention of this tributary watershed in a natural undisturbed condition will have a beneficial on water quality within downstream reaches of Arroyo Conejo Creek.

17) Agricultural Resources: *No Impact*

The project site is not presently used for any agricultural purpose, nor is it a part of any agricultural preserve that might receive limited protection under the Williamson Act.

18) Paleontological Resources: *No Impact*

Although marine, fossil-bearing, Miocene formations are expected to outcrop within portions of the Western Plateau, preservation of this area would eliminate any potential impacts associated with grading and development.

19) Flood Hazards: *No Impact*

Review of recently up-dated Flood Hazard Maps indicates that residentially developable sites with the Specific Plan are not subject flooding or related hazards.

20) Hazardous Materials: *No Impact*

No hazardous material of any kind are known to be present on site. Correspondingly, preservation of the Western Plateau as natural open space will not expose the public to any such hazards.

21) Light and Glare: *Beneficial Effect*

Preservation of the of the Western plateau in a undeveloped condition will serve to eliminate any spillover of artificial light and glare into surrounding hillside and canyon areas that are already permanently set aside as natural open space.

22) Recreation: *Unknown - To Be Determined*

The Conejo Recreation and Park District is responsible for determining whether or not the recreational needs of the community are being met. In the event a potential impact is identified by the District, mitigation will be required.

23) Wastewater Service: *No Impact*

Elimination of 128 dwelling units within the Specific Plan will result in a corresponding reduction in the demand for wastewater service.

DOS VIENTOS SPECIFIC PLANS 8 & 9

1) Grading: *Potentially Significant Impact*

Grading encroachment into 25% hillside terrain will be necessary in order to develop Site H, and possibly site D. Manufactured slope heights in excess of 25 feet are also possible. To be determined when grading plans are submitted for these sites. A 25% slope analysis and conceptual grading plan needs to be prepared to determine the extent of these potential impacts.

Development of sites C, E, F and G will not have significant grading impacts because the plans for these sites do not affect existing natural slopes over 25% grade and do not propose manufactured slopes in excess of 25 feet in height.

2) Viewshed: *Potentially Significant Impact*

Development of sites D and H affect a knoll which is a fairly prominent local landform feature, although it does have a backdrop of much higher mountainous terrain. In order to evaluate the potential viewshed impact, photo-overlay viewshed exhibits should be prepared in order to depict the pre-development and post-development conditions. Selected perspectives should include: 1) Via Las Brisas, and 2) Borchard Road. Full analysis must await filing of grading plan, site and architectural plans for Sites D and H.

Development of sites C, E, F, and I do not affect visual resources or significant viewsheds. Site G is an isolated site, largely concealed from view by surrounding hillside terrain. The proposed development (Tract 5200) does not appear to affect significant visual resources or viewsheds, although this impact should be evaluated in the environmental document and one or more photo-overlay studies done if necessary.

3) Biological: *Potentially Significant Impact*

All sites within Dos Vientos Specific Plan, except Site H, are already planned for development and the impact of the Specific Plan on biological resources was evaluated in prior documents. Those portions of sites C, D, E, F, and I which are proposed for grading and development do not contain significant resources. Site G, originally planned for 9 estate lots is now proposed for 69 single family home lots. Conversion of natural plant and animal habitats to urban use and loss of coastal sage scrub/non-native annual grassland (incl. brush clearance zone)

will occur within Site G. Some loss of coastal sage scrub/non-native annual grassland (incl. brush clearance zone) in unavoidable within Site H.

No jurisdictional wetlands present. No state or federally listed "rare and/or endangered" plant or animal species. Recent field surveys are in the process of being completed and should be available for review by June 15th.

4) Geotechnical: *Impact To be Determined*

No geotechnical hazards exist within the limits of Sites C, D, E, F, G, H and I. The geological report being prepared for development of Sites D and H will provide additional information in this area.

5) Archaeological: *No Impact*

No known, or previously recorded archaeological resources exist within the limits of Sites C, D, E, F, G, H and I.

6) Land Use: *No Significant Impact*

Site C is a school planned to serve adjacent residential areas.

Site D is a multiple family housing area, proposed for a lower density than now permitted by the Specific Plan (299 units versus 350).

Site E is a neighborhood commercial center, proposed to incorporate a small community facility. Site E is consistent with the approved Specific Plan and compatible with adjacent residential land uses and the circulation system

Site F is proposed to be developed with homes comparable to the adjacent approved residential development.

Site G is proposed for a very low density residential development, adjacent to open space and other very low density areas.

The Western Plateau Preservation Plan would change of a portion of Planning Unit 23 (Site H), which is currently designated as "Permanent Open Space", to a park is compatible with surrounding residential and school land uses.

The project does involve concurrent changes to the Dos Vientos Specific Plan and the City's General Plan to insure that consistency of the various entitlements with these Plans is maintained.

7) Traffic and Circulation: *Impact To Be Determined.*

Source: Beth Baden with the City's Traffic Division (449-2447) is coordinating the preparation of an updated supplemental traffic report. Final report will be available for incorporation into EIR no later than August 15th. There is anticipated to be a small net increase in traffic within Do Vientos. This increase will be smaller than the decrease in traffic in the Rancho Conejo Specific Plan described above and, hence, the project as a whole will result in a net decrease in traffic generation.

8) Noise: *Impact To Be Determined*

Off-site cumulative noise impacts have previously been identified as a significant issue. Based on the results of a recent noise survey prepared by Acoustical Analysis Associates, Inc., dated February 26, 2001, existing noise levels along portions of Lynn and Borchard Roads already exceed the maximum 65 dB CNEL threshold set forth in the Noise Element of the General Plan. However, any increase in cumulative noise impacts as a result of the project cannot be determined until a supplemental traffic study is prepared.

9) Air Quality: *Im pact To Be Determined*

Changes in cumulative impact as a result of the project need to be reviewed based on the proposed land use changes in conjunction with the supplemental traffic study currently being prepared for the Public Works Traffic Division.

10) Domestic Water Supply, Wastewater, Electrical Service: *No Impact*

Cumulative impacts (Rancho Conejo and Dos Vientos Specific Plans) is expected to be insignificant. Possibly a net reduction in demand, due to the reduction in total dwelling units associated with the project as a whole.

11) Schools: *To Be Determined*

A cumulative decrease in student enrollment within the greater Conejo Valley Unified School District is anticipated as a result a net reduction the total dwelling units in Specific Plan Nos. 7, 8 and 9. However, some increase in students generated within the Newbury park attendance area will likely occur as a result of the proposed development of townhomes and single-family detached units instead of apartments for seniors within the Dos Vientos Ranch.

12) Solid Waste Disposal: *Unknown - To Be Determined*

Given the types of changes proposed with the Specific Plan, solid waste disposal projections may, or may not, be affected significantly. As a result, this issue will be addressed in the EIR.

13) Housing and Population: *No Impact*

There is no existing housing, either affordable or otherwise, located within the project area (Sites D and G). As a result, no displacement or loss of housing stock local housing stock will occur. In combination with the population reduction in Specific Plan No. 7, no significant population increase is anticipated within the greater Newbury Park community due to proposed land use changes in Specific Plans Nos. 8 and 9.

14) Growth Inducement: *No Impact*

Reduced residential development within the Specific Plan will result is a lesser demand for local goods and services locally, thereby reducing the impetus to accommodate additional commercial, industrial and institutional growth.

15) Surface Water Quality/Quantity: *No Impact.*

Surface water detention/bio-filtration basins present exist with Conejo Mountain Creek and are located immediately downstream from all sites proposed for development. As a result, in-stream flow are not expected to increase significantly and water quality within this tributary to the South Branch Arroyo Conejo Creek will be maintained.

16) Agricultural Resources: *No Impact*

The project site is not presently used for any agricultural purpose, nor is it a part of any agricultural preserve that might receive limited protection under the Williamson Act.

17) Paleontological Resources: *No Impact*

No marine, fossil-bearing formations are known to exist within the project site. Rather, the entire Dos Vientos Ranch is underlain by volcanic bedrock, which is devoid of such paleontological resources.

18) Flood Hazards: *No Impact*

Review of recently up-dated Flood Hazard Maps indicates that residentially developable sites with the Specific Plan are not subject flooding or related hazards.

19) Hazardous Materials: *No Impact*

No hazardous material of any kind are known to be present within any of the sites proposed for development.

20) Light and Glare: *Impact Not Significant*

Although some limited degree of additional light and glare may be produced at Sites C,G and H; typically, such low intensity residential and institutional lightning is not expected to create significant glare. This is particularly true where surrounding urban land uses already exist or are approved for construction. Such is the case with Dos Vientos Ranch development.

21) Recreation: *Beneficial Effect*

As noted in the project description, the Operating Engineers Pension Trust is proposing to donate 2.5 million dollars toward funding the construction of a nearby public equestrian center in order to offset the re-subdivision of Planning Unit No. 4 from a 8.9 acre private equestrian center to four (4) residential estate lots. In addition, reconfiguration of Site C in order to accommodate both an elementary and intermediate school will not result in a net reduction in recreational acreage since a new neighborhood park (Site H), is proposed to be constructed adjacent to this same general area.

22) Wastewater Service: *Unknown - To Be Determined*

Given the types of land use changes proposed within the Specific Plan, wastewater services may, or may not be effected significantly. As a result, this issue will be addressed in the EIR.

APPENDIX B: RESPONSES TO THE NOTICE OF PREPARATION

Casas de la Senda Homeowners Association

P.O. Box 1007, Thousand Oaks, CA 91358-0007

July 31, 2001

Mr. Greg Smith, Senior Planner
City of Thousand Oaks
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362-2903

Re: Request for the 'Draft Subsequent or Supplemental Environment Impact Report for Dos Vientos Ranch Project' (respond to the "Notice of Preparation of a Draft ....from July 02, 2001")

Dear Mr. Smith:

Our Board of Directors (of our HOA with almost 500 homes) has asked you to evaluate the entire traffic situation (by using Newbury Park Traffic Model or its equivalent) for the Dos Vientos Ranch Project. Supplemental EIR 301 or Supplemental EIR 303 absolutely wrongly estimated total volume of traffic and distribution of traffic flow generated by the Dos Vientos Ranch Project (70% on Lynn Road and 30% on Borchard Road).

Based on monitoring traffic volumes on both major access roads in 2001 it is clear that these estimations prepared in 1994 and 1996 do not reflect, in any regard, reality. These differences are very significant. Borchard Road actually carries over 70% of the traffic and Lynn Road less than 30%. This is totally opposite from what was estimated.

For these reasons it is absolutely necessary to evaluate the entire traffic model for Dos Vientos Road (not only incremental traffic generated by the proposed change in the project) to find the total and correct impacts of the Dos Vientos Ranch Project including the proposed changes on the entire Newbury Park traffic situation.

Thank you for considering our request.

Sincerely,

Milan Svitek

Milan Svitek, President
Cindy Nicholson, Vice President
Claude de Souza, Treasurer
Ken Cruise, Secretary
Alice Cohen, Member at Large

M E M O R A N D U M

City of Thousand Oaks • Thousand Oaks, California

Public Works Department

TO: Greg Smith, Community Development Department

FROM: Beth Baden, Public Works Department

DATE: October 8, 2001

SUBJECT: **Response to Casas de la Senda Homeowner's Association Letter on Western Plateau Notice of Preparation**

The following paragraphs respond to the issues raised by the Casas de la Senda HOA in their letter dated July 31,2001, regarding the preparation of the traffic impact study for the Western Plateau project.

Issue A:
The traffic impact study for this project should include an evaluation of the impacts of the entire Dos Vientos Ranch project traffic.

Response A:
The traffic impacts of Specific Plans 8 and 9 were fully addressed and adequately mitigated in FEIR 148, FSEIR 301, and FSEIR 303. Therefore, all traffic impacts of the Western Plateau Preservation Project will be analyzed in this EIR using the traffic impact studies previously approved by the Dos Vientos Ranch Specific Plans as the approved baseline of development and planned mitigation.

A number of earlier environmental reviews have been performed on the approved project now designated for the Dos Vientos Ranch Specific Plans. Final EIR 148 was prepared and certified for Specific Plans 8 and 9 (Dos Vientos) in 1987, with a project size of 3,940 dwelling units. Later, Supplemental EIR 301 (FSEIR 301) was prepared and certified in 1994 in conjunction with the approval of the first subdivision map within the Specific Plan area, Tract 4831. In 1996, Supplemental EIR 303 (FSEIR 303) was prepared and certified in conjunction with the approval of Tract 4963 and Amendment 3 to Specific Plan 8/9. EIRs 301 and 303 incorporated new information and addressed potential cumulative impacts associated with the full build-out of the 2,350 dwelling units approved for Specific Plans 8 and 9, which had not been previously addressed in FEIR 148.

If the land uses of the Plan and described entitlements are approved, the maximum permissible number of dwelling units in Specific Plan 8/9 (Dos Vientos Ranch) will be further reduced from 2,350 to 2,346.

The traffic impacts of the Western Plateau Preservation Plan will be insignificant because the future volumes on the street system will be lower than what was previously approved. The uses proposed under the Western Plateau Preservation Plan are forecasted to result in a reduction of 8,936 ADT, 225 A.M. peak hour trips and 939 P.M. peak hour trips from what was approved and analyzed in the previous EIRs. The previous EIRs forecasted future volumes, analyzed impacts and identified mitigation for the maximum possible commercial center in the Dos Vientos Ranch. Since specific uses on the commercial site were not previously defined, the traffic generation for the site was estimated using a very conservative generic rate applied to the size of the parcel. Mitigation for this maximum possible commercial center was addressed in the previous EIRs. The current proposal for the commercial site includes a development plan with defined uses that include commercial, office, and a YMCA with daycare facilities. These defined uses will generate significantly fewer ADT than previously assumed. This reduction more than offsets the currently proposed changes in the housing and school uses proposed in that area under the Western Plateau Preservation Plan.

Issue B:
Supplemental EIRs 301 and 303 wrongly estimated traffic from the Dos Vientos project as 70 percent Lynn Road and 30 percent Borchard Road. Monitoring traffic volumes on both major access roads in 2001 shows that this distribution is not accurate. Differences are significant. Borchard Road actually carries over 70 percent of the traffic and Lynn Road less than 30 percent.

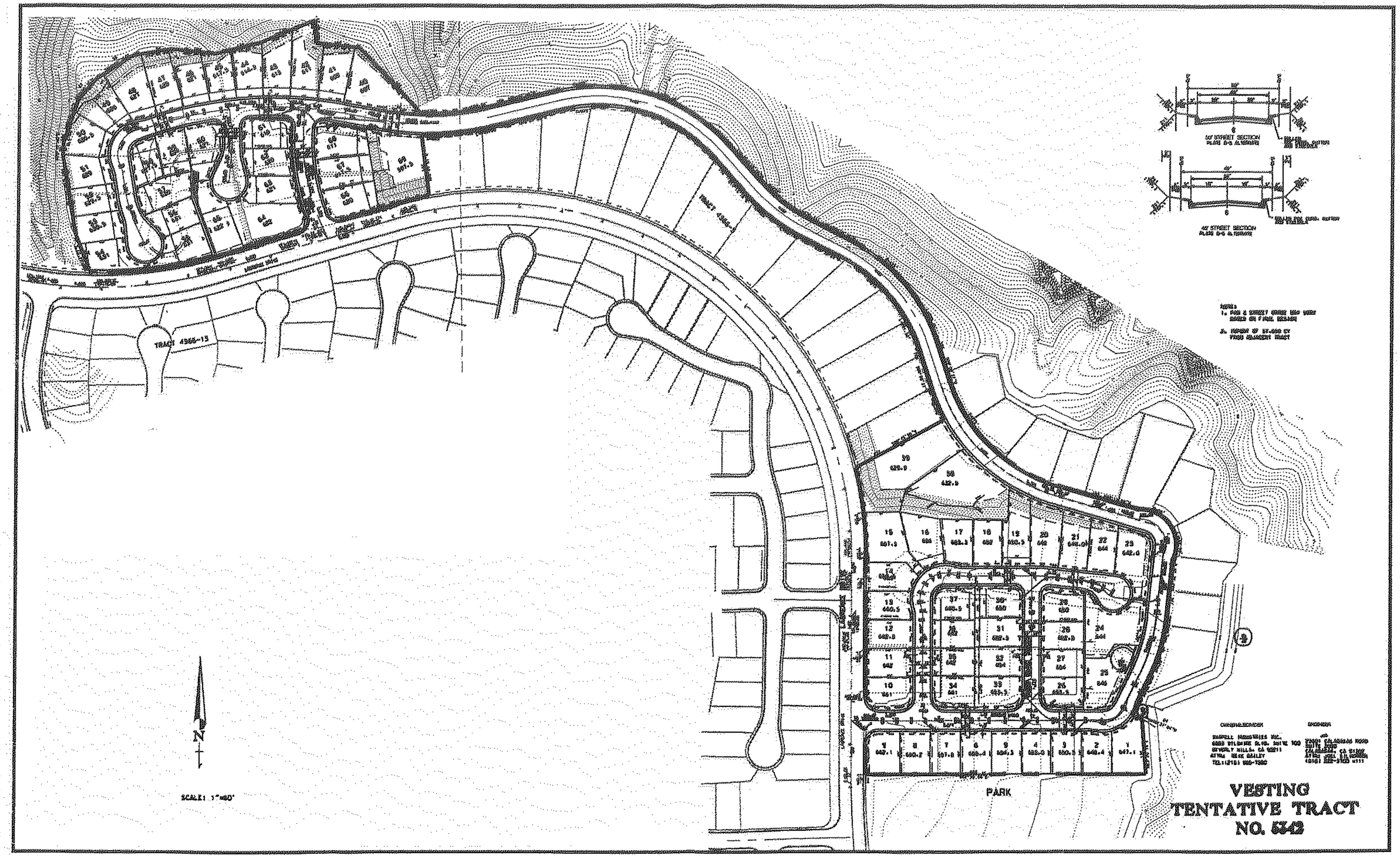
Response B:
The purpose of this EIR is to address the impacts of this project. Re-analysis of previous EIRs is beyond the scope of this study. City staff will be developing limited traffic counts as part of the operational evaluation of Borchard Road this fall.

The City is unable to comment on the HOA's alleged private monitoring results because the City has not been provided with these results and is not aware of the collection methodology or sampling data employed in the monitoring activity.

Beth J. Baden
Senior Civil Engineer

DPW: 420-05 PA1141/final/Baden/westernHOA-bjb

APPENDIX C: PROJECT PLANS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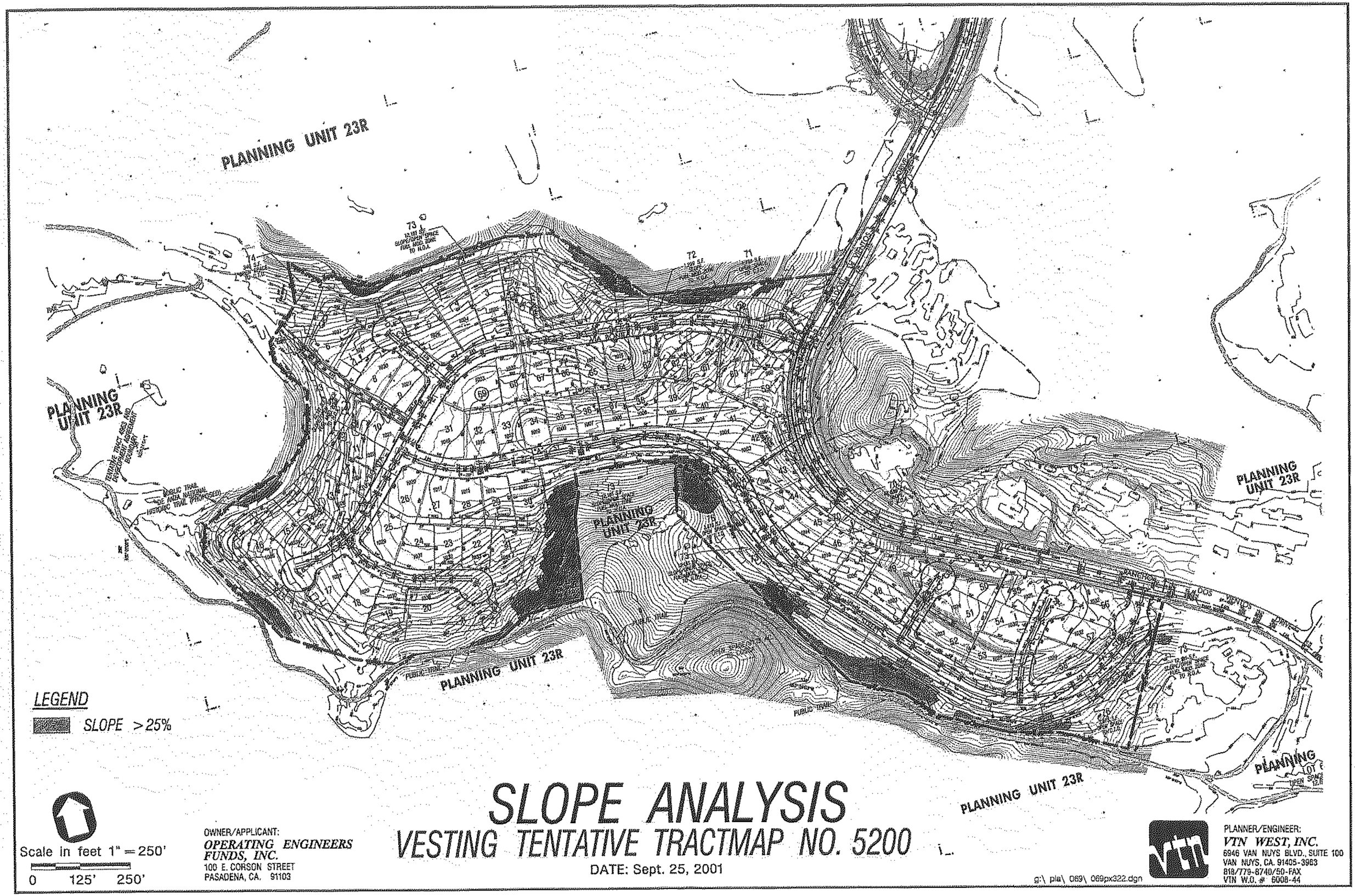

SLOPE ANALYSIS

VESTING TENTATIVE TRACTMAP NO. 5200

DATE: Sept. 25, 2001

SLOPE HEIGHT 0' - 25' MAX.

SLOPE HEIGHT 0' - 25' MAX.

SLOPE HEIGHT 0' - 22' MAX.

SLOPE HEIGHT 0' - 26' MAX.

SLOPE HEIGHT 0' - 11' MAX.

SLOPE HEIGHT 0' - 17' MAX.

PLANNING UNIT 23R

SLOPE HEIGHT 0' - 24' MAX.

SLOPE HEIGHT 0' - 23' MAX.

SLOPE HEIGHT 0' - 25' MAX.

SLOPE HEIGHT 0' - 25' MAX.

SLOPE HEIGHT 0' - 25' MAX.

LEGEND

MANUFACTURED SLOPE

MANUFACTURED SLOPE ANALYSIS

VESTING TENTATIVE TRACTMAP NO. 5200

DATE: SEPT. 25, 2001

Scale in feet 1" = 250'

0 125' 250'

OWNER/APPLICANT:
OPERATING ENGINEERS FUNDS, INC.
100 E. CORSON STREET
PASADENA, CA. 91103

PLANNER/ENGINEER:
VTN WEST, INC.
6946 VAN NUYS BLVD., SUITE 100
VAN NUYS, CA. 91405-3963
818/779-8740/50-FAX
VTN W.O. # 6008-44

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MASS CUT
72,786 C.Y.

MASS CUT
43,920 C.Y.

MASS CUT
52,918 C.Y.

MASS FILL
184,981 C.Y.

MASS CUT
14,485 C.Y.

PLANNING
UNIT 23R

LEGEND

MASS CUT

TOTAL CUT: 182,373 C.Y.
TOTAL FILL: 184,981 C.Y.

Scale in feet 1" = 250'

0 125' 250'

OWNER/APPLICANT:
OPERATING ENGINEERS FUNDS, INC.
100 E. CORSON STREET
PASADENA, CA. 91103

MASS GRADING EXHIBIT

VESTING TENTATIVE TRACTMAP NO. 5200

DATE: SEPT. 26, 2001

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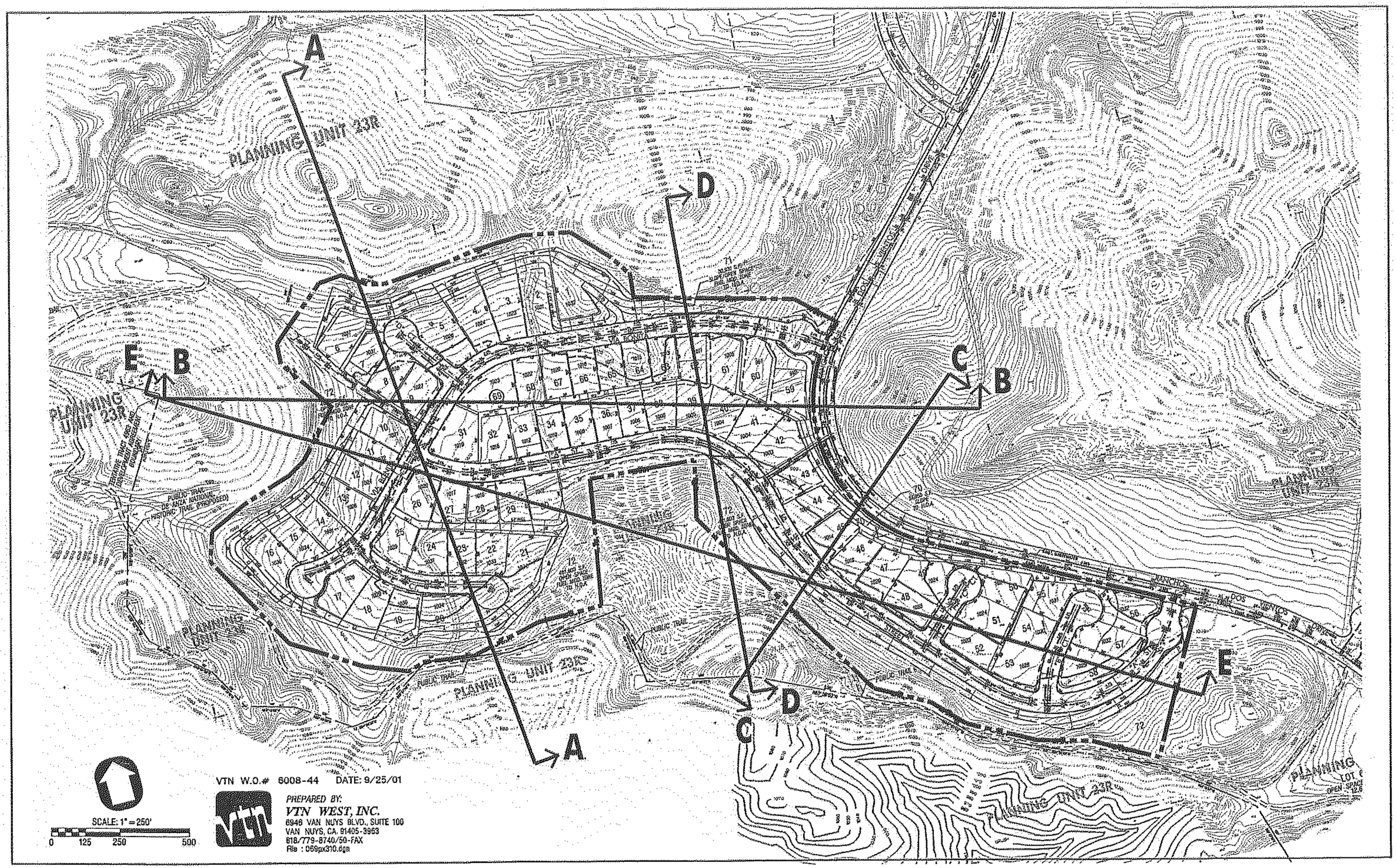
PLANNER/ENGINEER:
VTN WEST, INC.
6946 VAN NUYS BLVD., SUITE 100
VAN NUYS, CA. 91405-3963
3818/779-8740/50-FAX
VTN W.O. # 6008-44


A
B
C
D
E
PLANNING UNIT 23R
PUBLIC TRAIL
DE ANZA NATIONAL HISTORIC TRAIL (PROPOSED)
SCALE: 1" = 250'
0 125 250 500
VTN W.O.# 6008-44 DATE: 9/25/01
PREPARED BY:
VTN WEST, INC.
6946 VAN NUYS BLVD., SUITE 100
VAN NUYS, CA. 91405-3963
818/779-8740/50-FAX
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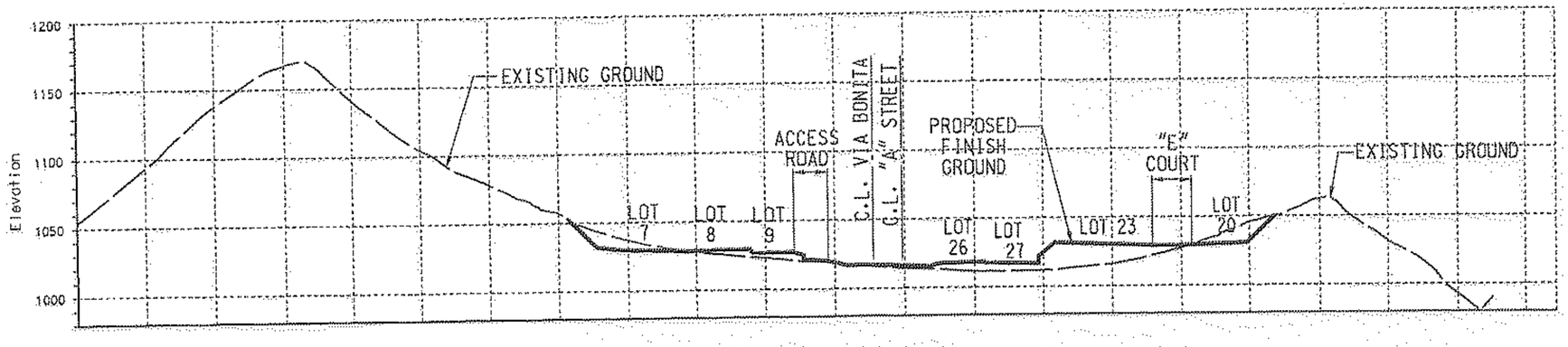

SECTION A - A

Scale : Horiz. 1"=200'
Vert. 1" =100'

VTN W.O.# 6008-44 DATE: 9/25/01

PREPARED BY:
VTN WEST, INC.
6946 VAN NUYS BLVD., SUITE 100
VAN NUYS, CA. 91405-3963
818/779-8740/50-FAX
File : 069px311.dgn

SCALE: 1" = 200'
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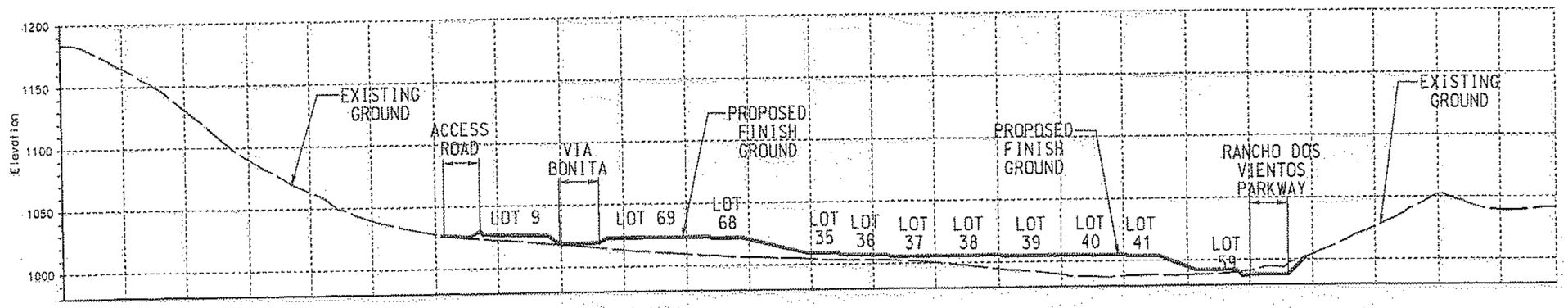

SECTION B - B

Scale : Horiz. 1"=200'
Vert. 1" =100'

VTN W.O.# 6008-44 DATE: 9/25/01

PREPARED BY:
VTN WEST, INC.
6946 VAN NUYS BLVD., SUITE 100
VAN NUYS, CA. 91405-3963
818/779-8740/50-FAX
File : 069px311.dgn

SCALE: 1" = 200'
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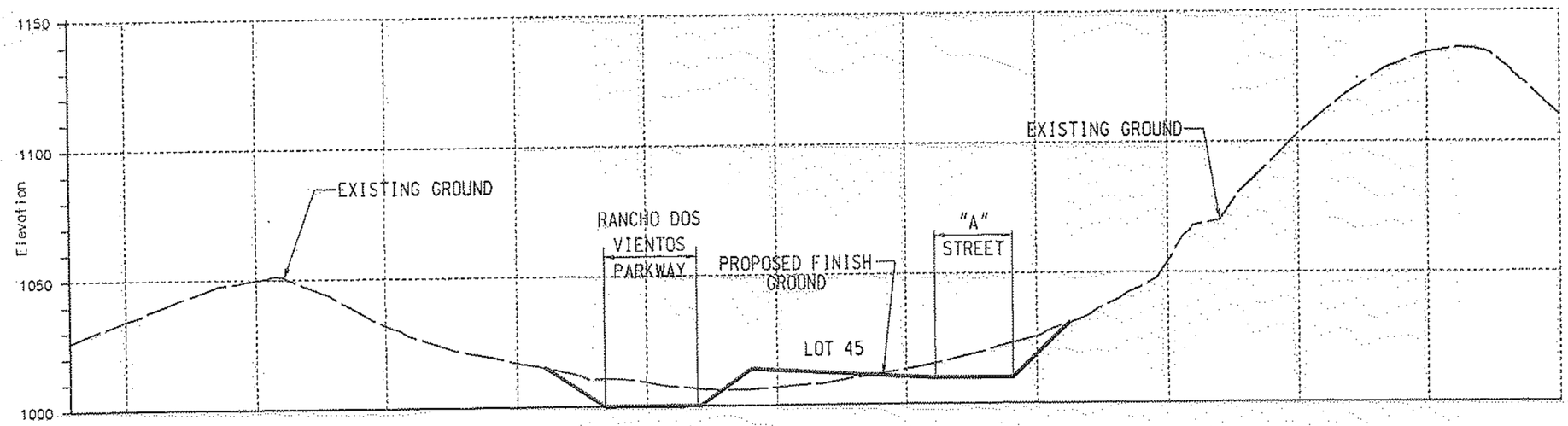

SECTION C - C

Scale : Horiz. 1"=100'
Vert. 1" 50'

VTN W.O.# 6008-44 DATE: 9/25/01

PREPARED BY:
VTN WEST, INC.
6946 VAN NUYS BLVD., SUITE 100
VAN NUYS, CA. 91405-3963
818/779-8740/50-FAX
File : 069px311.dgn

SCALE: 1" = 100'
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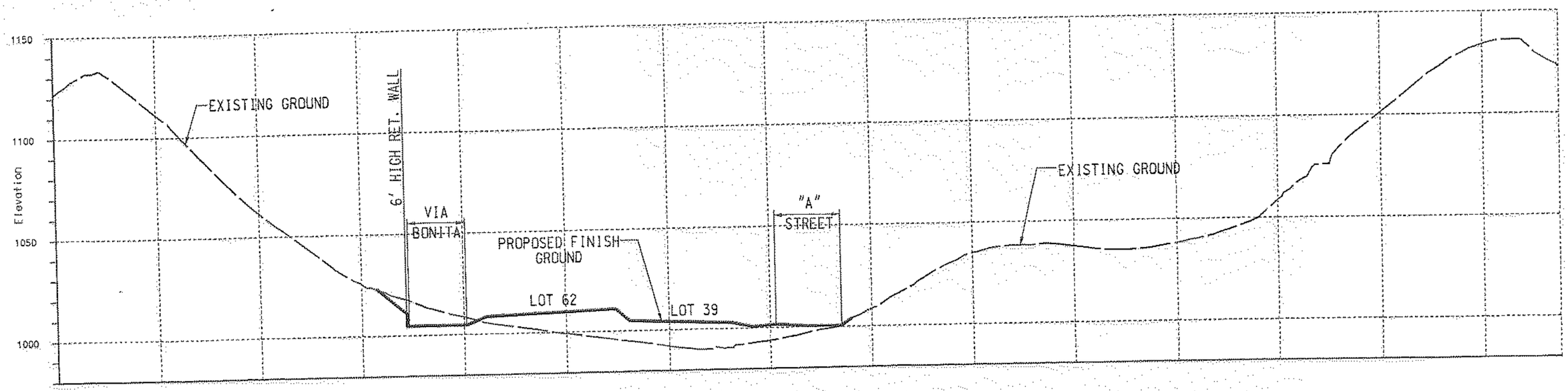

SECTION D - D

Scale : Horiz. 1"=100'
Vert. 1" 200'

VTN W.O.# 6008-44 DATE: 9/25/01

PREPARED BY:
VTN WEST, INC.
6946 VAN NUYS BLVD., SUITE 100
VAN NUYS, CA. 91405-3963
818/779-8740/50-FAX
File : 069px311.dgn

SCALE: 1" = 100'
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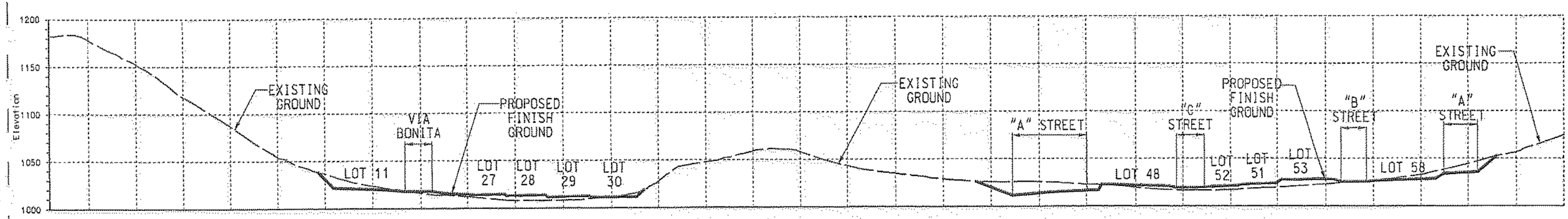


SECTION E - E

Scale : Horiz. 1"=200'
Vert. 1" =100'

VTN W.O.# 6008-44 DATE: 9/25/01

PREPARED BY:
VTN WEST, INC.
6946 VAN NUYS BLVD., SUITE 100
VAN NUYS, CA. 91405-3963
818/779-8740/50-FAX
File : 069px311.dgn

SCALE: 1" = 200'
0 100 200 400

25% SLOPE EXHIBIT

PUBLIC UTILITY
AUTHORIZATION FOR OPERATION

DEVELOPER:
SHANDREW PARTNERS HOMES
2010 SANDRO SANTOS ROAD, STE 100
WESTLAKE VILLAGE, CA 91361
STEVE BOCKS
(818) 889-3760

ELECTRIC:
SOUTHERN CALIFORNIA EDISON COMPANY
2000 HOSPITAL DRIVE
THOUSAND OAKS, CA 91361
ALICIA PULIDO
(805) 681-0659
(805) 494-7000/400

DEVELOPER'S ENGINEER:
HAALAND GROUP, INC.
351 ROLLING OAKS DR., STE. 200
THOUSAND OAKS, CA 91360
DALE GRIFFIANI
(805) 497-4334

GAS:
SOUTHERN CALIFORNIA GAS CO.
4100 TAWNEE CANYON BLVD.
WOODLAND HILLS, CA 91364
MARK MORALES
(805) 320-7526

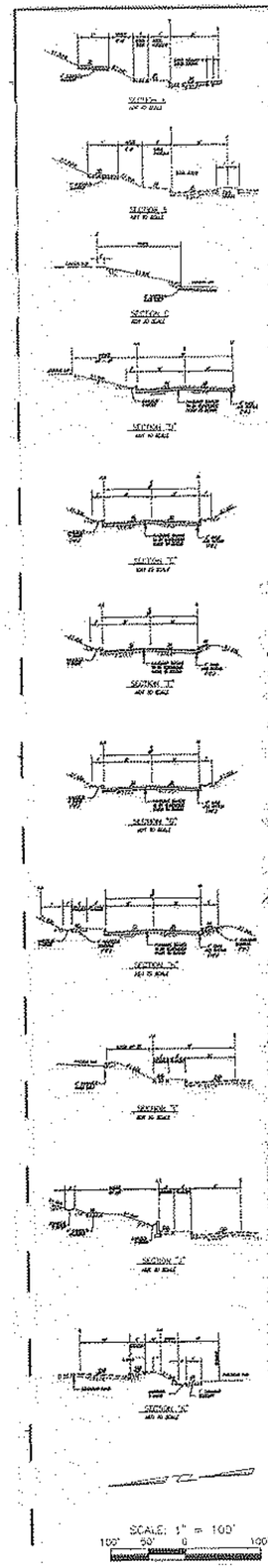
TELEPHONE:
GENERAL TELEPHONE CO.
701 EAST DRIVE, STE 300
CAMARILLO, CA 93010
(805) 388-2249
THOMAS TOMASINO
(818) 598-8080 (CONNECTIONS)
(805) 388-2279

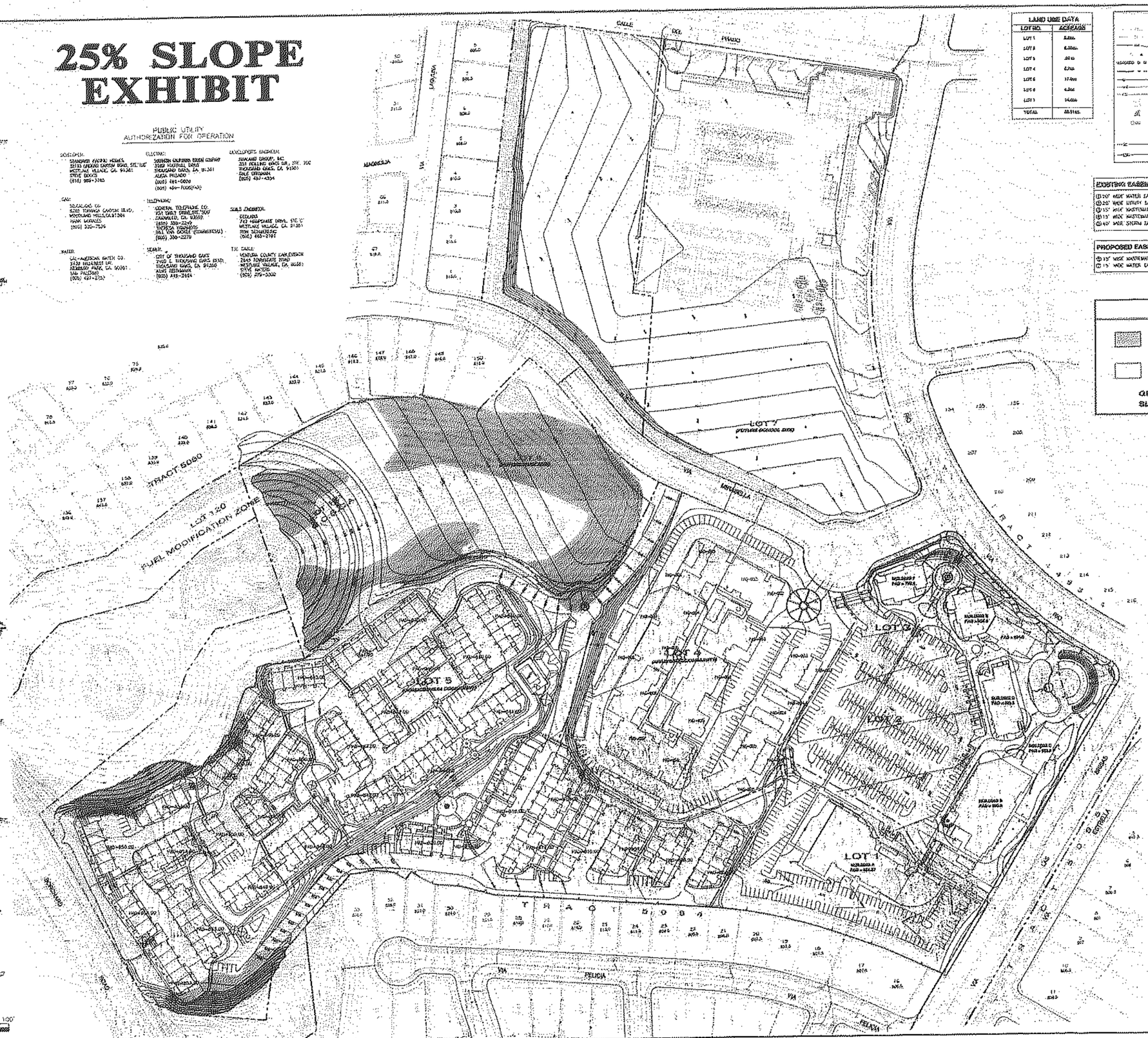
SOILS ENGINEER:
GEOLINK
713 WESTLAKE DRIVE, STE. C
WESTLAKE VILLAGE, CA 91361
RON SCHMUCKER
(805) 495-2787

WATER:
CALIFORNIA WATER CO.
3330 WILLAMETTE DR.
THOUSAND PARK, CA 91361
MIKE PALOMO
(805) 497-2251

SEWER:
CITY OF THOUSAND OAKS
2100 E. THOUSAND OAKS BLVD.
THOUSAND OAKS, CA 91362
ALAN BERNHARDT
(805) 495-2454

T.V. CABLE:
VENTURA COUNTY CABLEVISION
2449 TOWNGATE ROAD
WESTLAKE VILLAGE, CA 91361
STEVE MOORE
(805) 379-5300





LAND USE DATA	
LOT NO.	ACREAGE
LOT 1	8.[illegible]
LOT 2	8.[illegible]
LOT 3	[illegible]
LOT 4	8.7[illegible]
LOT 5	17.[illegible]
LOT 6	4.[illegible]
LOT 7	14.[illegible]
TOTAL	[illegible]

LEGEND

- EXISTING CONTOURS
- EXISTING FLOWLINE/WATERWAY, TYPICAL
- PROPOSED CONTOURS
- EXISTING STREETLIGHT
- TRACT BOUNDARY
- PROPOSED CURBS
- PROPOSED WATERLINE
- PROPOSED WASTEWATER
- PROPOSED PARCELS
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED RETAINING WALL
- PROPOSED STORM DRAIN
- EXISTING STORM DRAIN

EXISTING EASEMENTS

- (1) 20' WIDE WATER EASEMENT TO CAL-AM
- (2) 20' WIDE UTILITY EASEMENT TO THE CITY OF THOUSAND OAKS
- (3) 15' WIDE WASTEWATER EASEMENT TO THE CITY OF THOUSAND OAKS
- (4) 15' WIDE WASTEWATER EASEMENT TO THE CITY OF THOUSAND OAKS
- (5) 40' WIDE STORM DRAIN EASEMENT TO THE CITY OF THOUSAND OAKS

PROPOSED EASEMENTS

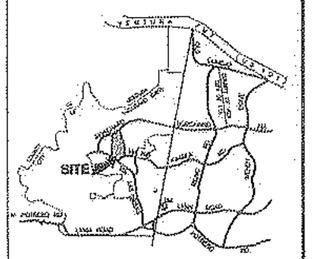
- (6) 15' WIDE WASTEWATER EASEMENT TO THE CITY OF THOUSAND OAKS
- (7) 15' WIDE WATER EASEMENT TO CAL-AM

SLOPES

- GREATER THAN 25%
- LESS THAN 25%

GRADING WITHIN 25%
SLOPE = 4.15 ac

SCALE 1" = 3400'



VICINITY MAP

PARKING SUMMARY

LOT NO.	USE	GROSS AREA	REQUIRED PARKING RATIO	REQUIRED PARKING
2	RESIDENTIAL	16,000 SF		128 STALLS
	ASSISTED	[illegible]	[illegible]	[illegible]
	RESTAURANT	[illegible]	[illegible]	[illegible]
	MEDI PRACTICE	[illegible]	[illegible]	[illegible]
	RECREATIONAL	[illegible]	[illegible]	[illegible]
	DELI CAFE	[illegible]	[illegible]	[illegible]
	HOTEL	[illegible]	[illegible]	[illegible]
	LOUNGE	[illegible]	[illegible]	[illegible]
	SHOP, GIFT SHOP	[illegible]	[illegible]	[illegible]
	OFFICE	[illegible]	[illegible]	[illegible]
3	GARAGE	17,500 SF		35 STALLS
			[illegible]	
4	RESTAURANT	7,500 SF		75 STALLS
	SHOP, DELI	[illegible]	[illegible]	[illegible]
	OFFICE	[illegible]	[illegible]	[illegible]
5	OFFICE/RESTAURANT	14,000 SF		65 STALLS
	SHOP	[illegible]	[illegible]	[illegible]
	BALLY AND ACE	[illegible]	[illegible]	[illegible]
	SHOP, DELI	[illegible]	[illegible]	[illegible]
	SHOP, DELI	[illegible]	[illegible]	[illegible]
6	OFFICE/RESTAURANT	10,000 SF		75 STALLS
	SHOP	[illegible]	[illegible]	[illegible]
	RESTAURANT	[illegible]	[illegible]	[illegible]
	DELI, CAFE	[illegible]	[illegible]	[illegible]
	SHOP, DELI	[illegible]	[illegible]	[illegible]
7	OFFICE	5,000 SF		25 STALLS
			[illegible]	
	TOTAL BUILDING AREA	70,000 SF	TOTAL REQUIRED PARKING	418 STALLS
			TOTAL PROVIDED PARKING	418 STALLS

TOWNHOUSE PRODUCT SUMMARY

SITE SUMMARY:		
GROSS AREA		16.0 AC
NET AREA (Includes 3.27 ac. of Proposed G.S. Area and Park)		12.8 AC
TOTAL UNITS		175 DU
NET DENSITY		13.6 DU/AC
SITE COVERAGE:		
STRUCTURE		1.96 ACRES (15.3%)
PAVED AREAS		3.35 ACRES (26.2%)
LANDSCAPE & OPENSPACE		7.49 ACRES (58.5%)
TOTAL		12.8 ACRES (100%)
PRODUCT SUMMARY:		
TOWNHOUSE TYPE "A-1" (Units/Bldg. Stacked) – 2-Story & Basement	3 BLDG.	12 UNITS
TOWNHOUSE TYPE "A-2" (Units/Bldg. Stacked) – 3-Story & Basement	6 BLDG.	63 UNITS

APARTMENT PRODUCT SUMMARY

SITE SUMMARY:	
GROSS AREA	12.0 AC
NET AREA	10.0 AC
TOTAL UNITS	188 DU
NET DENSITY	17.0 DU/AC
SITE COVERAGE:	
STRUCTURE	1.84 ACRES (15%)
PAVED AREAS	2.45 ACRES (20%)
LANDSCAPE & OPENSPACE	7.71 ACRES (65%)
TOTAL	12.0 ACRES (100%)
PRODUCT SUMMARY:	
1 BR	56 UNITS
2 BR	60 UNITS
3 BR	72 UNITS
TOTAL	188 UNITS
PARKING SUMMARY:	
REQUIRED	282 STALLS
PROVIDED	
– GARAGE	126 STALLS
– CARPORT	126 STALLS
TOTAL	252 STALLS

ASSESSORS PARCEL NO. 234-08

TENTATIVE TRACT NO. 5096

DOS VIENTOS RANCH

SPECIFIC PLAN NO. 8

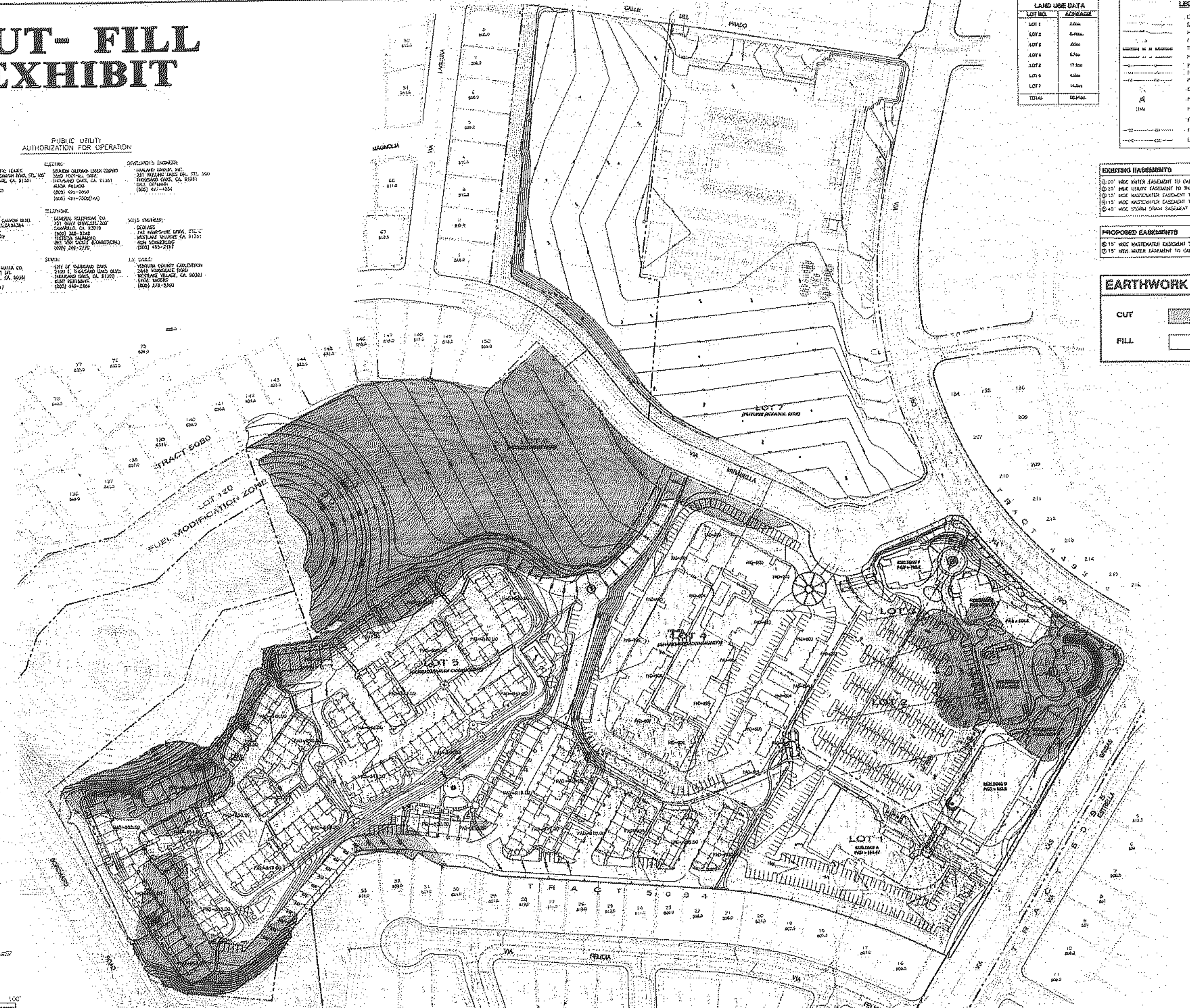
A PORTION OF LAND DIVISION 619, IN THE CITY OF THOUSAND OAKS
COUNTY OF VENTURA, STATE OF CALIFORNIA,
AS PER MAP RECORDED IN BOOK 50, PAGES 66 THROUGH 69, INCLUSIVE,
OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PREPARED BY:
HAALAND GROUP, INC.
351 ROLLING OAKS DRIVE, #200
THOUSAND OAKS, CA 91361
PH (805)497-4334 FAX (805)495-3727

PREPARED FOR:
MILLER BROTHERS INVESTMENTS, LLC
4232-B LAS VIRGENES ROAD, SUITE 101
CALABASAS, CALIFORNIA 91302-1994
PHONE: 818-871-2900
FAX: 818-871-2901

CUT- FILL EXHIBIT

PUBLIC UTILITY
AUTHORIZATION FOR OPERATION



EXISTING EASEMENTS

1. 20' WIDE WATER EASEMENT TO CAL-AM
2. 25' WIDE UTILITY EASEMENT TO THE CITY OF THOUSAND OAKS
3. 15' WIDE WASTEWATER EASEMENT TO THE CITY OF THOUSAND OAKS
4. 15' WIDE WASTEWATER EASEMENT TO THE CITY OF THOUSAND OAKS
5. 40' WIDE STORM DRAIN EASEMENT TO THE CITY OF THOUSAND OAKS

PROPOSED EASEMENTS

6. 15' WIDE WASTEWATER EASEMENT TO THE CITY OF THOUSAND OAKS
7. 15' WIDE WATER EASEMENT TO CAL-AM

EARTHWORK QUANTITIES

CUT	410,269 C.Y.
FILL	445,923 C.Y.

VICINITY MAP

PARKING SUMMARY

TOWNHOUSE PRODUCT SUMMARY

APARTMENT PRODUCT SUMMARY

ASSESSORS PARCEL NO. 234-08

TENTATIVE TRACT NO. 5096

DOS VIENTOS RANCH

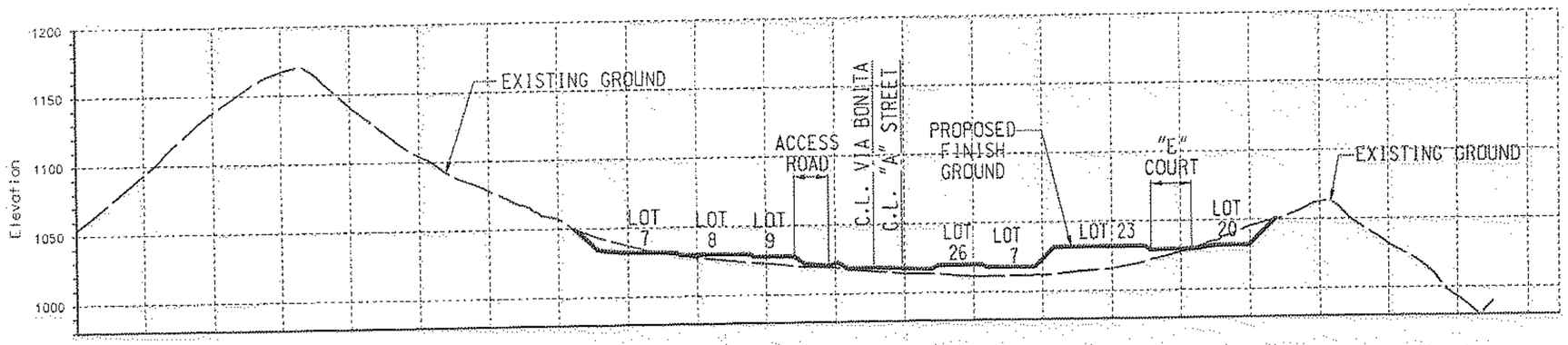
SPECIFIC PLAN NO. 8

A PORTION OF LAND DIVISION 619, IN THE CITY OF THOUSAND OAKS
COUNTY OF VENTURA, STATE OF CALIFORNIA,
AS PER MAP RECORDED IN BOOK 60, PAGES 94 THROUGH 99, INCLUSIVE
OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PREPARED BY:
HAALAND GROUP, INC.

PREPARED FOR:
MILLER BROTHERS INVESTMENTS, LLC
4232-B LAS VIRGENES ROAD, SUITE 101
CALABASAS, CALIFORNIA 91302-1994
PHONE: 818-871-2900
FAX: 818-871-2901

SCALE: 1" = 100'

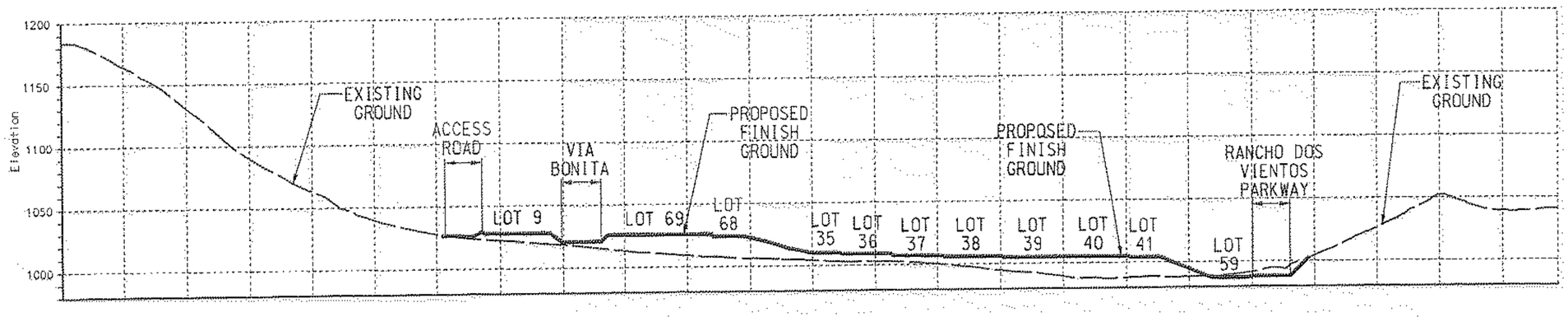


SECTION A - A

Scale : Horiz. 1"=200'
Vert. 1" =100'

PREPARED BY:
VTN WEST, INC.
6946 VAN NUYS BLVD., SUITE 100
VAN NUYS, CA. 91405-3963
818/779-8740/50-FAX

SCALE: 1" = 200'
0 100 200 400



SECTION B - B

Scale : Horiz. 1"=200'
Vert. 1" =100'

PREPARED BY:
VTN WEST, INC.
6946 VAN NUYS BLVD., SUITE 100
VAN NUYS, CA. 91405-3963
818/779-8740/50-FAX

SCALE: 1" = 200'
0 100 200 400

CROSS SECTION EXHIBIT

PUBLIC UTILITY
AUTHORIZATION FOR OPERATION

DEVELOPER:
THOUSAND PACIFIC HOMES
31111 LINDERO CANYON ROAD, STE.107
WESTLAKE VILLAGE, CA 91361
STEVE BOGGS
(818) 889-3785

ELECTRIC:
SOUTHERN CALIFORNIA EDISON COMPANY
2000 FOURHILL DRIVE
THOUSAND OAKS, CA 91361
ALEX PELUSO
(805) 445-0908
(805) 664-7000(FAX)

DEVELOPER'S ENGINEER:
HAALAND GROUP, INC.
301 ROLLING OAKS DR., STE. 200
THOUSAND OAKS, CA. 91361
DALE GRESHAM
(805) 497-4021

GAS:
SOUTHERN CALIFORNIA GAS CO.
5385 TOPANGA CANYON BLVD.
WOODLAND HILLS, CA. 91364
MARK MORALES
(805) 520-7529

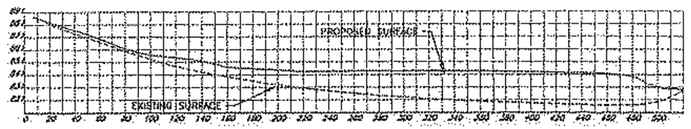
TELEPHONE:
GENERAL TELEPHONE CO.
151 SOUTH WINFIELD WAY
CAMARILLO, CA. 93010
(805) 388-2248
VERIZON CALIFORNIA
(AT THE SERVICE COMPANY)
(800) 300-2379

SOILS ENGINEER:
GEOLABS
342 HAMPSHIRE OAKS, STE.'C'
WESTLAKE VILLAGE, CA. 91361
JOHN MONAHAN
(805) 495-2187

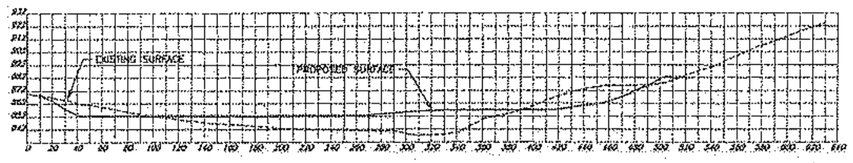
WATER:
SOUTH AMERICAN WATER CO.
2330 WILLOWCREST DR.
NEWBURY PARK, CA. 90320
TOM FALLOON
(805) 497-2317

SEWER:
CITY OF THOUSAND OAKS
2100 E. THOUSAND OAKS BLVD.
THOUSAND OAKS, CA. 91360
JOHN BERNHARDT
(805) 449-2484

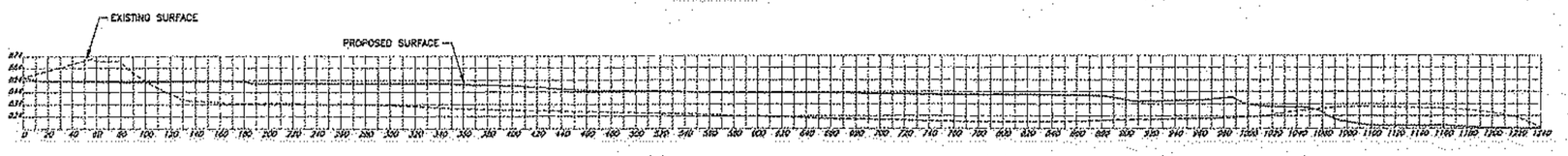
T.V. CABLE:
VENTURA COUNTY CABLEVISION
2840 TOWNGATE ROAD
WESTLAKE VILLAGE, CA. 91361
STEVE MATERS
(805) 379-5300



SECTION A-A

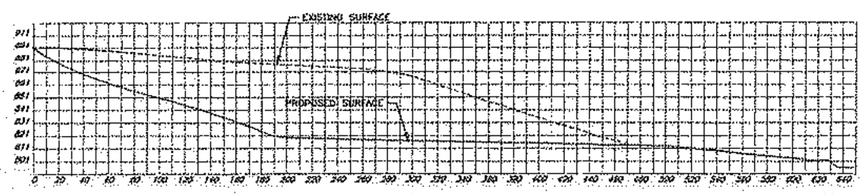


SECTION B-B

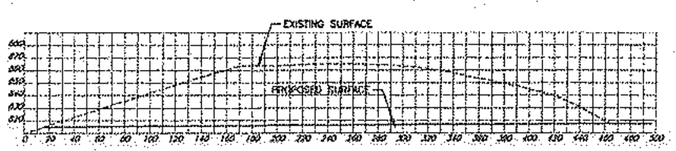


SECTION C-C

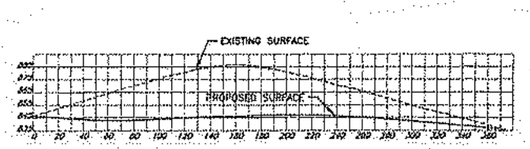
CONDOMINIUM CROSS SECTIONS



SECTION A-A



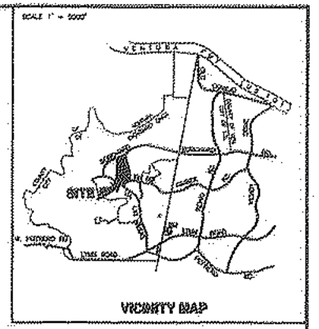
SECTION B-B



SECTION C-C

PARK CROSS SECTIONS

SCALE: 1" = 60'
60' 30' 0 60'



VICINITY MAP

PARKING SUMMARY

BUILDING	USE	SQUARE FOOTAGE	RATIO	PARKING REQUIRED
A	RETAIL	15,400 SF		77 SPACES
	RESTAURANT	800 SF	1/100	8 SPACES
	BANQUET/MEETING	400 SF	1/100	4 SPACES
	SALE PARKING	8,000 SF	1/50	160 SPACES
	MEZZANINE/OFFICE	1,500 SF	1/300	5 SPACES
	DOG RUN	2,000 SF	50 SPACES @ 1/50	40 SPACES
	TOTAL	2,000 SF		50 SPACES
	LOUNGE	1,000 SF	1/100	10 SPACES
	SNACK BAR/GRILL	500 SF	1/100	5 SPACES
	SNACK BAR/BAR	500 SF	1/100	5 SPACES
B	RESTAURANT	17,500 SF	1/100	175 SPACES
C	RESTAURANT	4,500 SF	1/100	45 SPACES
	SNACK BAR/BAR	2,000 SF	1/100	20 SPACES
	SNACK BAR	2,000 SF	1/100	20 SPACES
D	RETAIL/RESTAURANT	17,500 SF		87 SPACES
	RETAIL	12,500 SF	1/250	50 SPACES
	RESTAURANT	5,000 SF	1/100	50 SPACES
	SNACK BAR	2,000 SF	1/100	20 SPACES
	SNACK BAR/BAR	2,000 SF	1/100	20 SPACES
E	RETAIL/RESTAURANT	10,000 SF		50 SPACES
	RETAIL	7,500 SF	1/250	30 SPACES
	RESTAURANT	2,500 SF	1/100	25 SPACES
	SNACK BAR	2,000 SF	1/100	20 SPACES
	SNACK BAR/BAR	2,000 SF	1/100	20 SPACES
F	RETAIL	10,000 SF		50 SPACES
	RETAIL	10,000 SF	1/200	50 SPACES
TOTAL BUILDING AREA		70,000 SF	TOTAL PARKING REQUIRED	418 SPACES
			TOTAL PARKING PROVIDED	416 SPACES

TOWNHOUSE PRODUCT SUMMARY

SITE SUMMARY:		
GROSS AREA		18.3 AC
NET AREA (Between 2.0 AC. of Easement O.S. Area and Park)		15.0 AC.
TOTAL UNITS		171 DU
NET DENSITY		11.4 AC
SITE COVERAGE:		
STRUCTURES		131 ACREAGE (24.0%)
PAVED AREAS		3.25 ACREAGE (21.0%)
LANDSCAPE & OPENSPACE		10.00 ACREAGE (33.0%)
TOTAL		15.0 ACREAGE (100%)
PRODUCT SUMMARY:		
TOWNHOUSE PRODUCT		
TOWNHOUSE TYPE "A-1"	3 BLDG.	13 UNITS
– 2 Unit attached		
– 2 Story & Basement		
TOWNHOUSE TYPE "A-2"	6 BLDG.	30 UNITS
– (3)-UNIT attached		
– 2 Basements		
– 3 Story & Basement		

APARTMENT PRODUCT SUMMARY

SITE SUMMARY:	
GROSS AREA	14 AC
TOTAL UNITS	336 DU
NET DENSITY	24 AC
SITE COVERAGE:	
STRUCTURES	1.44 ACREAGE (10%)
PAVED AREAS	3.44 ACREAGE (25%)
LANDSCAPE & OPENSPACE	9.12 ACREAGE (65%)
TOTAL	14.00 ACREAGE (100%)
PRODUCT SUMMARY:	
1 BR	30 UNITS
2 BR	60 UNITS
3 BR	210 UNITS
TOTAL	336 UNITS
PARKING SUMMARY:	
REQUIRED	672 SPACES
PROVIDED	
– COVERED	168 SPACES
– OPEN	168 SPACES
TOTAL	336 SPACES

ASSESSORS PARCEL NO. 234-08

TENTATIVE TRACT NO. 5096

DOS VIENTOS RANCH

SPECIFIC PLAN NO. 8

A PORTION OF LAND DIVISION 619, IN THE CITY OF THOUSAND OAKS
COUNTY OF VENTURA, STATE OF CALIFORNIA,
AS PER MAP RECORDED IN BOOK 50, PAGES 94 THROUGH 99, INCLUSIVE
OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

PREPARED BY:

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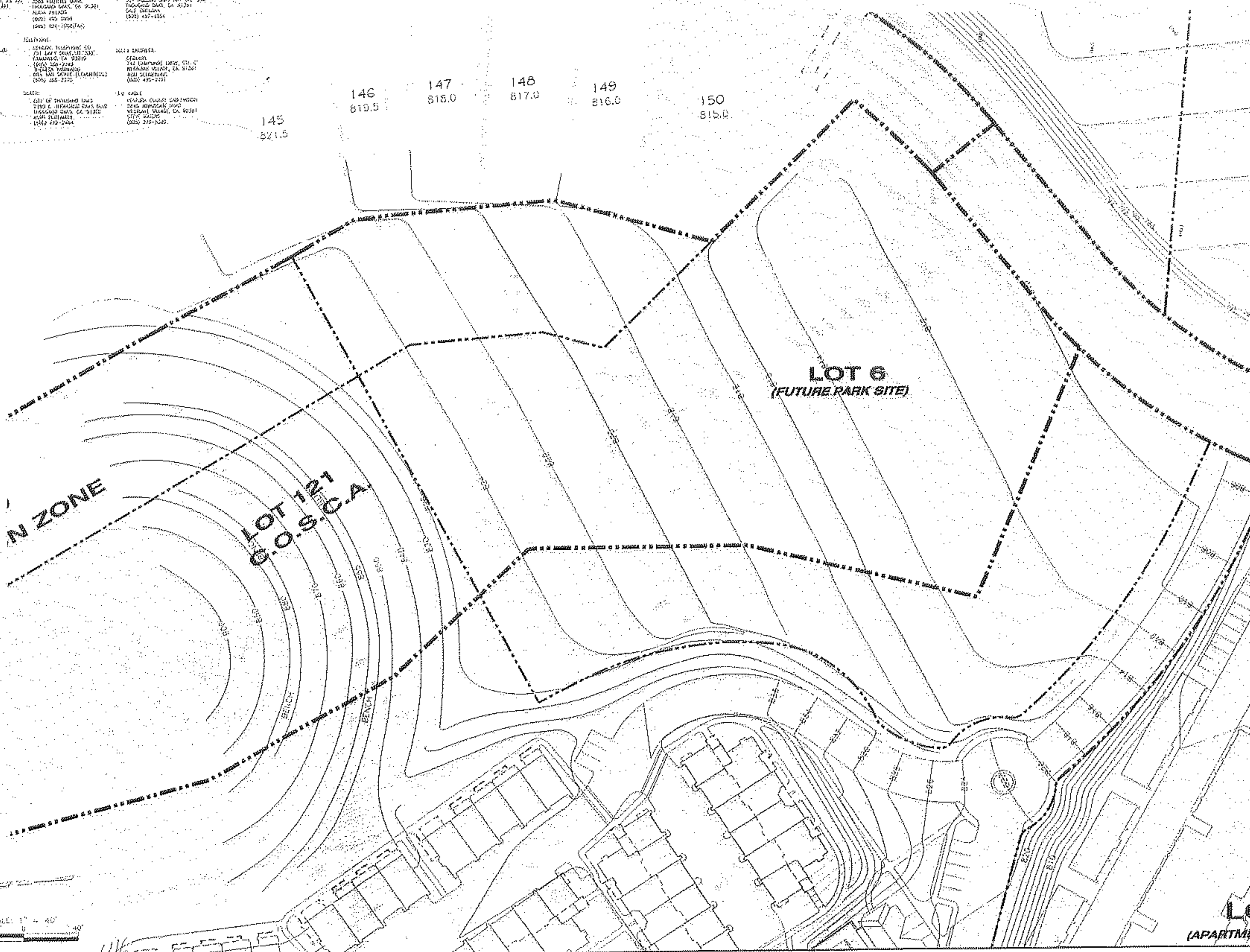
PARK EXHIBIT



LAND USE DATA

LEGEND

EXISTING EASEMENTS

PROPOSED EASEMENTS

VICINITY MAP

PARKING SUMMARY

TOWNHOUSE PRODUCT SUMMARY

APARTMENT PRODUCT SUMMARY

ASSESSORS PARCEL NO. 234-08

TENTATIVE TRACT NO. 5096

DOS VIENTOS RANCH

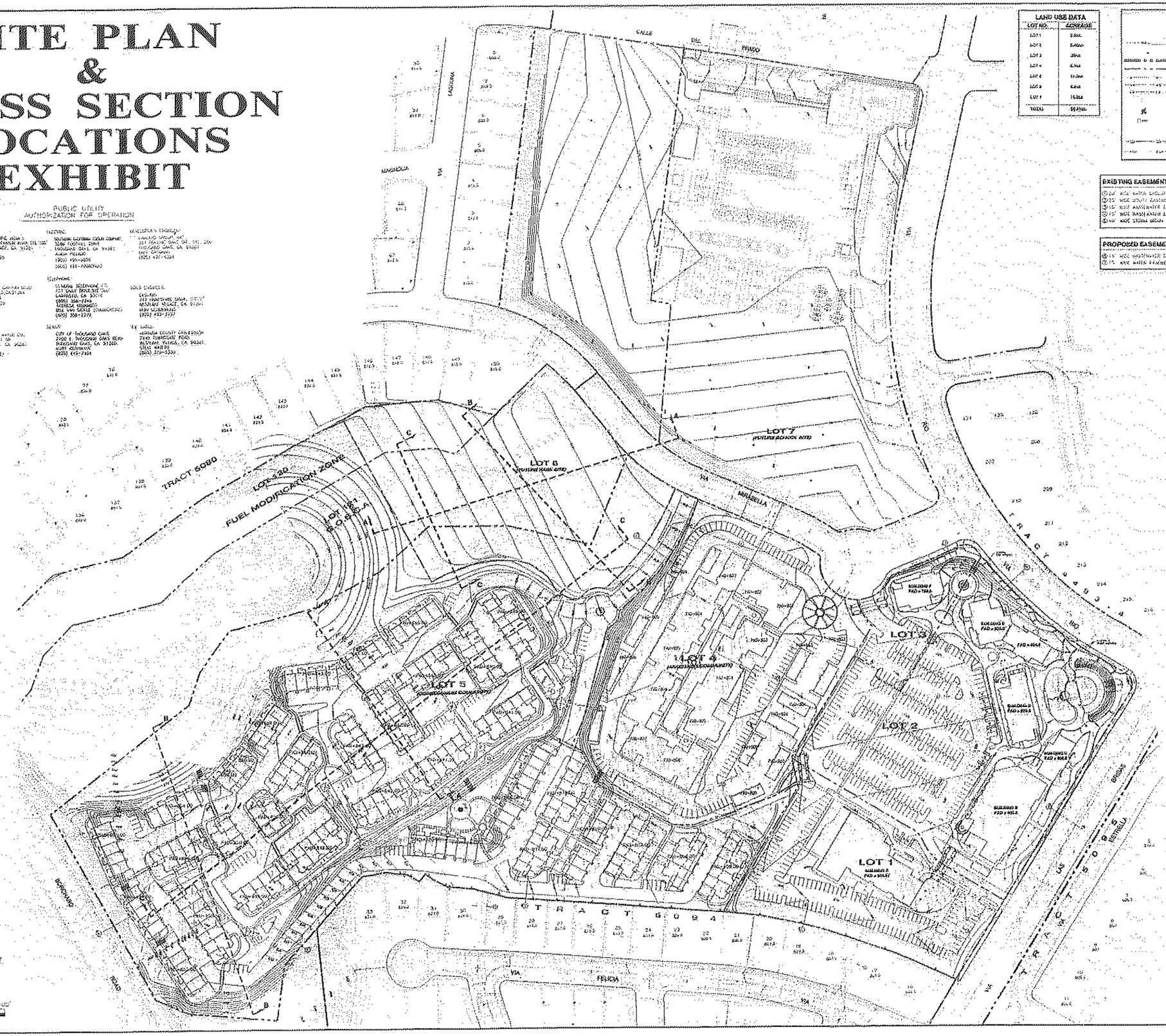
SPECIFIC PLAN NO. 8

HAALAND GROUP, INC.

SITE PLAN & CROSS SECTION LOCATIONS EXHIBIT

PUBLIC UTILITY
AUTHORIZATION FOR OPERATION

WATER	ELECTRIC	MAINTENANCE DISTRICT
GAS	TELEPHONE	CABLE TELEVISION
SEWER	SCHOOL DISTRICT	FIRE
POLICE		

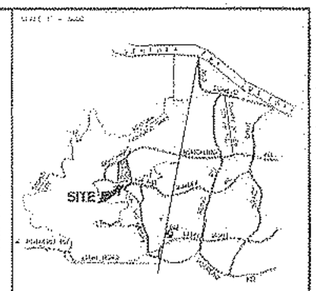


LAND USE DATA	
LOT NO.	ACREAGE
LOT 1	2.3AC.
LOT 2	5.4AC.
LOT 3	.35AC.
LOT 4	4.1AC.
LOT 5	17.2AC.
LOT 6	4.2AC.
LOT 7	16.5AC.
TOTAL	50.2AC.

LEGEND

EXISTING EASEMENTS

PROPOSED EASEMENTS



VICINITY MAP

PARKING SUMMARY

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ASSESSORS PARCEL NO. 234-08

TENTATIVE TRACT NO. 5096

DOS VIENTOS RANCH

SPECIFIC PLAN NO. 8

A PORTION OF LAND SITUATED IN THE CITY OF THOUSAND OAKS, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 103, PAGES 91 THROUGH 93, INCLUSIVE, OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

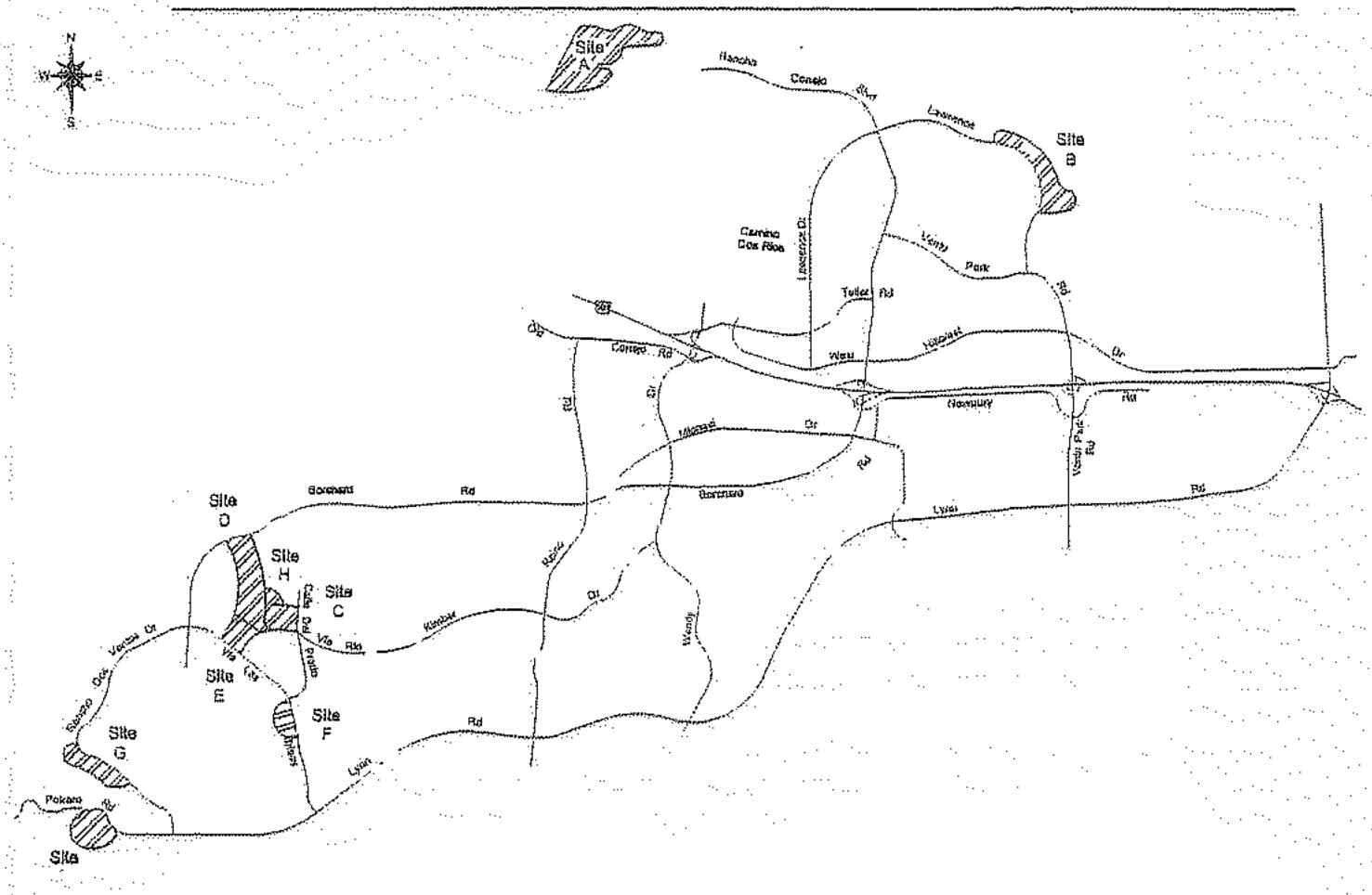
PREPARED BY:
MAIRED GROUP, INC.

PREPARED FOR:

APPENDIX D: TRAFFIC

WESTERN PLATEAU PRESERVATION PLAN
CITY OF THOUSAND OAKS, CALIFORNIA

TRAFFIC AND CIRCULATION STUDY



October 8, 2001 **ATE Project #01056**

Prepared for:

Public Works Department
City of Thousand Oaks
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

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October 8, 2001

Beth Baden
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2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

TRAFFIC AND CIRCULATION STUDY FOR THE WESTERN PLATEAU PRESERVATION PLAN, CITY OF THOUSAND OAKS, CALIFORNIA

Associated Transportation Engineers (ATE) is pleased to submit the following traffic and circulation study for the Western Plateau Preservation Plan. It is our understanding that the results of the study will be incorporated into EIR #317.

We appreciate the opportunity to assist you with the project. Our thanks go to you and City staff for the invaluable support provided during the course of the study.

Associated Transportation Engineers

Dan Dawson
Supervising Transportation Planner

EXECUTIVE SUMMARY

Overview

The Western Plateau Preservation Plan, or the Project, is an inter-related group of proposed actions, including amendments to the Thousand Oaks General Plan, amendments to Specific Plans 7 (Rancho Conejo) and 8 & 9 (Dos Vientos), and entitlements for development projects within those two Specific Plan areas. In order for the plan to be adopted and the project to go forward, all applications must be approved by the City Council concurrently. Associated Transportation Engineers (ATE) completed the traffic analyses under that assumption.

The traffic impacts of the Western Plateau Preservation Plan Project were analyzed using the traffic impact studies contained in previously approved EIRs for the Shapell (EIRs 144, 255, 269, and 289) and Dos Vientos Ranch (EIRs 148, 301 and 303) Specific Plans as the approved baseline of development and planned mitigation.

Conclusions

It is ATE's professional opinion that the traffic impacts of the Western Plateau Preservation Plan will be beneficial or insignificant because the future volumes on the street system will be lower that what is currently approved for Specific Plans 7, 8 and 9. The property owners have a vested and contractual right to build under the various development agreements. The uses proposed under the Western Plateau Preservation Plan are forecasted to result in a reduction of 8,936 ADT (also a reduction of 225 A.M. peak hour trips and 939 P.M. peak hour trips) from what was approved and analyzed in the previous EIRs.

The land uses proposed at the commercial center within the Dos Vientos Ranch (Site E) will result in a major reduction in traffic, as compared to what was analyzed in the previous EIRs and fixed by the development agreement. The previous EIRs forecasted future volumes, analyzed impacts and identified mitigations for the commercial center assuming a trip generation of 11,040 ADT. The traffic generation for the site was estimated using a maximum sized project and a very conservative generic rate applied to the size of the parcel (1,200 trips per acre x 9.2 acres = 11,040 ADT). The current proposal for the commercial site includes a lesser intensity development plan with defined uses that include commercial, office, and a YMCA with daycare facilities. These defined uses will generate 2,862 ADT. This is a net reduction of about 8,200 ADT from what was previously forecasted (2,862 ADT currently proposed minus 11,040 ADT previously approved = reduction of 8,178 ADT). This reduction more than offsets the currently proposed changes in the housing and school uses proposed in that area under the Western Plateau Preservation Plan.

A review of access and circulation was completed for each of the Western Plateau Preservation Plan sites. This analysis found that, in general, traffic volumes will be lower on the streets in the vicinity of each site. Site access recommendations to enhance traffic flows were made for some sites.

CONTENTS

INTRODUCTION 1

PROJECT DESCRIPTION 1

SETTING 3

IMPACT CRITERIA AND METHODOLOGY 6
- Criteria 6
- Methodology 6

PROJECT TRIP GENERATION 7

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT 10

POTENTIAL ROADWAY IMPACTS 10
- North of U.S. Highway 101 10
- South of U.S. Highway 101 14

POTENTIAL INTERSECTION IMPACTS 14

BUILDOUT IMPACTS 16

SITE ACCESS AND LOCAL CIRCULATION 17
- Site A 17
- Site B 18
- Site C 18
- Site D 19
- Site E 21
- Site F 22
- Site G 22
- Site H 23
- Site I 24

STUDY PARTICIPANTS AND REFERENCES 25

TECHNICAL APPENDIX 26

TABLES

Table 1	Site Identification and Project Description	3
Table 2a	Trip Generation - Western Plateau Preservation Plan Proposed Land Uses	8
Table 2b	Trip Generation - Previously Approved Land Uses	9
Table 3	Net Change in Traffic Generation - Western Plateau Preservation Plan	10
Table 4	Potential A.M. Peak Hour Intersection Impacts	15
Table 5	Potential P.M. Peak Hour Intersection Impacts	16
Table 6	Net Change in Traffic Generation - Site A	17
Table 7	Net Change in Traffic Generation - Site B	18
Table 8	Net Change in Traffic Generation - Site C	19
Table 9	Net Change in Traffic Generation - Site D	20
Table 10	Net Change in Traffic Generation - Site E	21
Table 11	Net Change in Traffic Generation - Site F	22
Table 12	Net Change in Traffic Generation - Site G	23
Table 13	Net Change in Traffic Generation - Site H	23
Table 14	Net Change in Traffic Generation - Site I	24

FIGURES

Figure 1	Western Plateau Preservation Plan - Project Sites	2
Figure 2	Existing Street Network	4
Figure 3	Western Plateau Preservation Plan - ADT Volumes	11
Figure 4	Western Plateau Preservation Plan - A.M. Peak Hour Volumes	12
Figure 5	Western Plateau Preservation Plan - P.M. Peak Hour Volumes	13

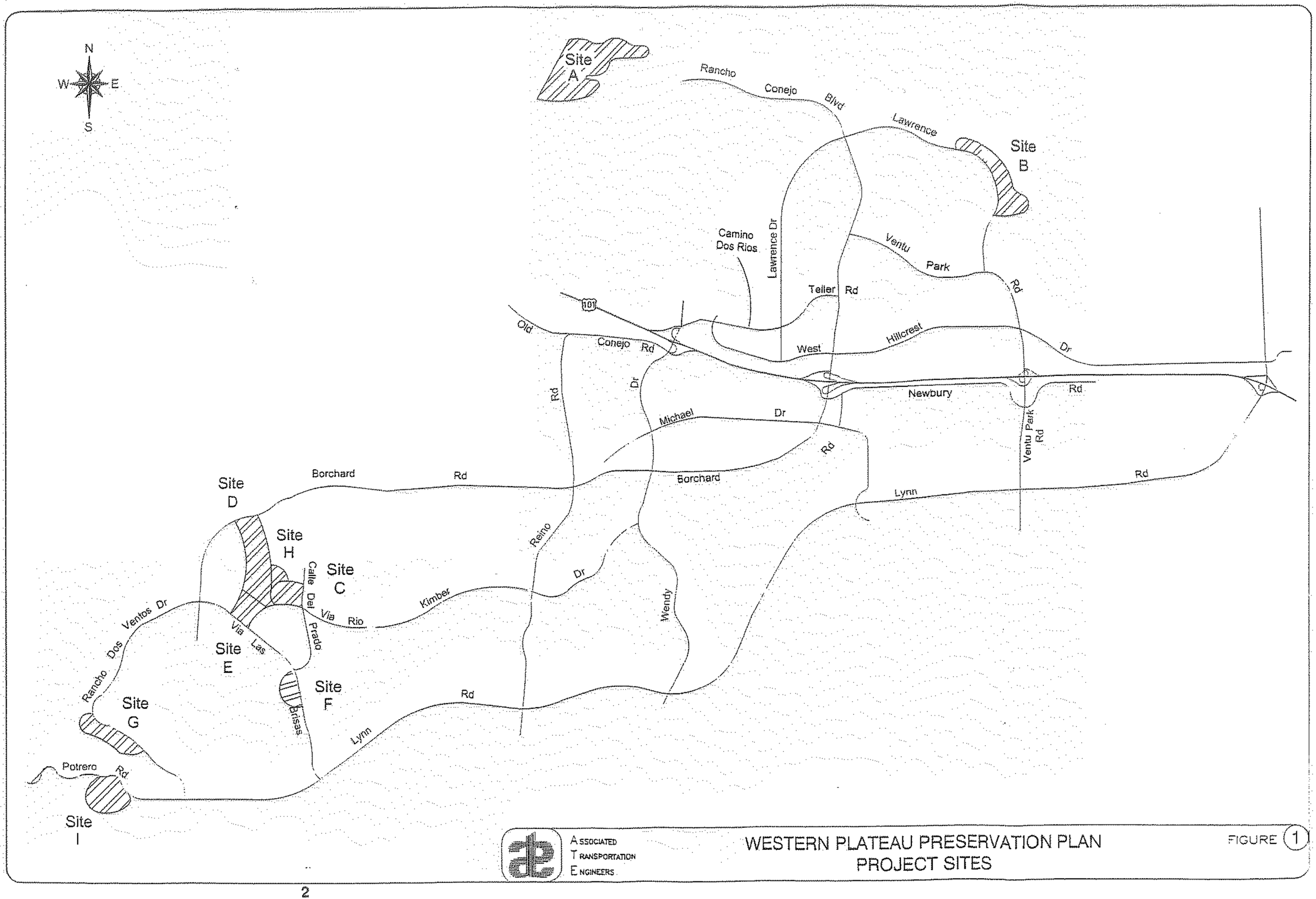
INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with the Western Plateau Preservation Plan. The report provides some information relative to existing traffic conditions within the study-area, and addresses potential impacts associated with the project. Analyses of site access and circulation issues related to each of the individual site is also provided. The impact analysis for the Western Plateau Preservation Plan measures the traffic levels that would be generated by the proposed uses against the traffic levels that would be generated by the uses currently approved and analyzed in the previous EIRs. Development of the uses proposed under the Western Plateau Preservation Plan would result in less traffic being generated than the currently approved uses. In general, future volumes will be lower on much of the street system in the study area.

PROJECT DESCRIPTION

The Western Plateau Preservation Plan is an inter-related group of proposed actions, including amendments to the Thousand Oaks General Plan, amendments to Specific Plans 7 (Rancho Conejo) and 8 & 9 (Dos Vientos), and entitlements for development projects within those two Specific Plan areas. The major purpose of the Western Plateau Preservation Plan is to acquire in public ownership and preserve as open space an area in northwestern Thousand Oaks known commonly as the "Western Plateau" and, at the same time, recognize the property rights of the owner(s) by modifying certain development rights for the Dos Vientos Ranch Project and the Rancho Conejo Project. Figure 1 identifies the various properties that are involved in the plan, and Table 1 lists the changes in land use planning designations for these properties that are proposed in order to implement the plan.

Pursuant to City Council direction, all of the various applications are to be processed concurrently and are inter-dependent. In order for the plan to be adopted and the project to go forward, all applications must be approved by the City Council concurrently. The traffic analysis has been prepared under that assumption.



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WESTERN PLATEAU PRESERVATION PLAN
PROJECT SITES

FIGURE 1

Table 1
Site Identification and Project Description

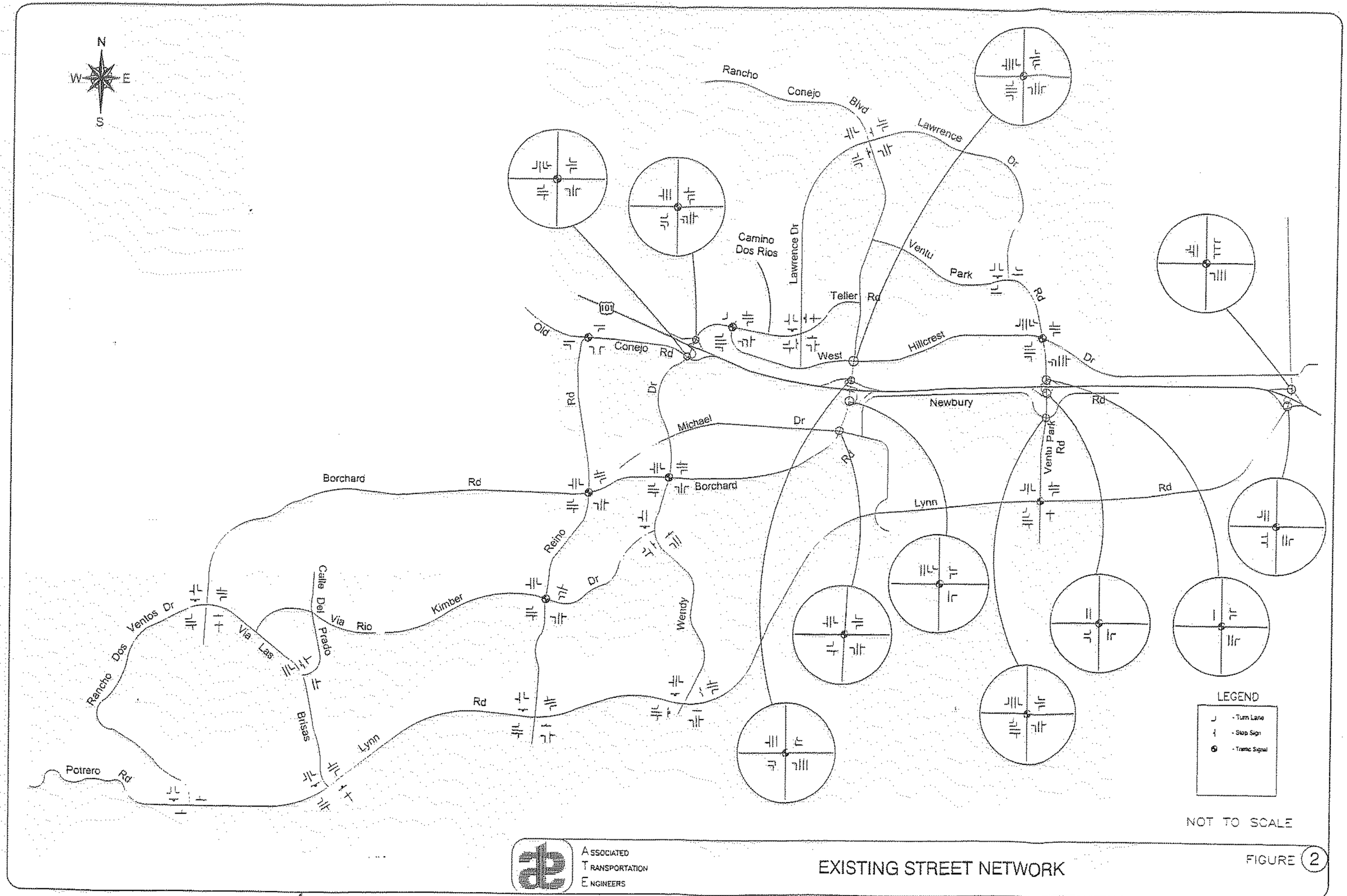
Site	Description	Approved Land Use Plan	Proposed Land Use Plan
A	SP 7, Planning Units 2 and J, the "WESTERN PLATEAU"	147 very low density single family homes and 7 acre neighborhood park	191 acres of open space
B	SP 7, Planning Unit 1	75 low density single family homes	94 low density single family homes
C	SP 8/9, School and Park Site	10 acre elementary school and 4.5 acre park	14.5 acre elementary and middle school (Rename as School Site)
D	SP 8/9, Planning Unit 20	350 high density apartments	128 high density apartments and 171 medium density townhouses (Rename as Planning Units 20A and 20B)
E	SP 8/9, Commercial Site	9 acre neighborhood shopping center	9 acre neighborhood shopping center including 2 acre community facility
F	SP 8/9, Planning Unit 22	2 acre day care center	7 low density single family homes
G	SP 8/9, Planning Unit 21 (por.)	9 very low density single family estates	69 very low density single family homes (Rename as Planning Unit 24)
H	SP 8/9, Planning Unit 23 (por.)	6.75 acres of open space	4.5 net usable acres neighborhood park (Rename as Park Site D)
I	SP 8/9, Planning Unit 4	8.7 acre private equestrian center	3 very low density single family estates

SETTING

The study-area is served by a network of highways, arterial streets and collector streets, as illustrated in Figure 2. The following text provides a brief discussion of the major components of the study-area street network. The description of the existing street system is provided to orient the reader to the street network that would be affected by project.

As described in the Impact Criteria and Methodology section, the potential effects of the combined land use changes proposed under the Western Plateau Preservation Plan were first quantified by comparing their traffic generation potential and measuring the changes that the project would create at key roadways and intersections in the study-area. The results show that the proposed project would generate less traffic than was previously approved.

Existing volumes are not presented in this EIR because the existing volumes and patterns are being temporarily affected by construction traffic, turn restrictions, planned improvements to the transportation network, as well as the fact that there are existing trips to/from the Dos Vientos Ranch that will be captured within the ranch after development of its schools and commercial uses.



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EXISTING STREET NETWORK

FIGURE 2

U.S. Highway 101 (Ventura Freeway) provides regional access to the project area via interchanges at Wendy Drive, Rancho Conejo/Borchard Road, Ventu Park Road and Lynn Road. Within the study-area, U.S. Highway 101 is a 6-lane freeway.

Rancho Conejo Boulevard, located north of the U.S. Highway 101, is a 6-lane road with a two-way left turn lane. It extends north of U.S. Highway 101 and ends at the Municipal Service Center, serving the commercial and residential area north of the freeway. Within the study area, Rancho Conejo Boulevard is signalized at the U.S. Highway 101 Northbound Ramps intersection, which was recently improved. The Lawrence Drive/Rancho Conejo Boulevard intersection is controlled by stop signs on Lawrence Drive. The posted speed limit is 40 mph.

Borchard Road, located south of the U.S. Highway 101, is a 4-lane divided roadway, which extends north of Via Las Brisas and turns eastward to Michael Drive. From Michael Drive, the road extends north as a 5-lane road to U.S. Highway 101, where it becomes Rancho Conejo Boulevard. All Borchard Road intersections within the study-area are signalized, except the Via Las Brisas/Borchard Road intersection, which is controlled by stop signs on Borchard Road. The City is in the process of improving the U.S. Highway 101 Southbound Ramps/Borchard Road intersection.

Lynn Road is a four-lane divided road extending easterly from Rancho Dos Vientos Drive, with a posted speed limit of 45 mph. It connects the residential areas north of Rancho Sierra Vista with downtown Thousand Oaks. North of U.S. Highway 101 it turns into Olsen Road. All intersections west of Wendy Drive and including the Wendy Drive intersection are controlled by stop signs. All studied intersections east of Wendy Drive are signalized.

Ventu Park Road extends from Lynn northwards over U.S. Highway 101, intersects with West Hillcrest Drive, and continues north to Rancho Conejo Boulevard. The speed limit in the study area is 40 mph. Both the northbound and southbound ramp intersections at U.S.101 and Ventu Park Road are signalized.

West Hillcrest Drive is an east-west 4-lane arterial roadway within the study-area, serving light industrial and commercial use. All studied intersections are signalized.

Wendy Drive is a 2- and 4-lane standard secondary road extending south from U.S. Highway 101 through the Newbury Park area, turning into West Potrero Road at the southern City boundary. The Kimber Drive and Lynn Road intersections are controlled by stop signs and the Borchard Road intersection and the Wendy Drive/U.S. Highway 101 interchange are signalized.

Via Las Brisas extends north of Lynn road, turning into Rancho Dos Vientos Drive at the Borchard intersection. This 4-lane divided road serves the Dos Vientos area, which is mostly under construction, connecting it through Lynn Road and Borchard Road to the commercial uses in Newbury Park and to U.S. Highway 101. All intersections are controlled by stop signs.

Table 3
Net Change in Traffic Generation - Western Plateau Preservation Plan

Trip Type	ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Uses	7,590	633	693
Approved Uses	16,526	858	1,632
Net Change in Traffic Generation	**-8,936**	**-225**	**-939**

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Traffic generated by each component of the Project was distribution to the area street network. Distribution and assignment of traffic generated by each of the project components was determined based on the location of each site in relation to the street network, its access to the street network, existing and future traffic flow patterns, travel times to and from trip origins and destinations, as well as the location of the commercial, employment and residential attractors in the area. Figures showing the distribution and assignment pattern for each of the components of the plan are included in the Technical Appendix for reference.

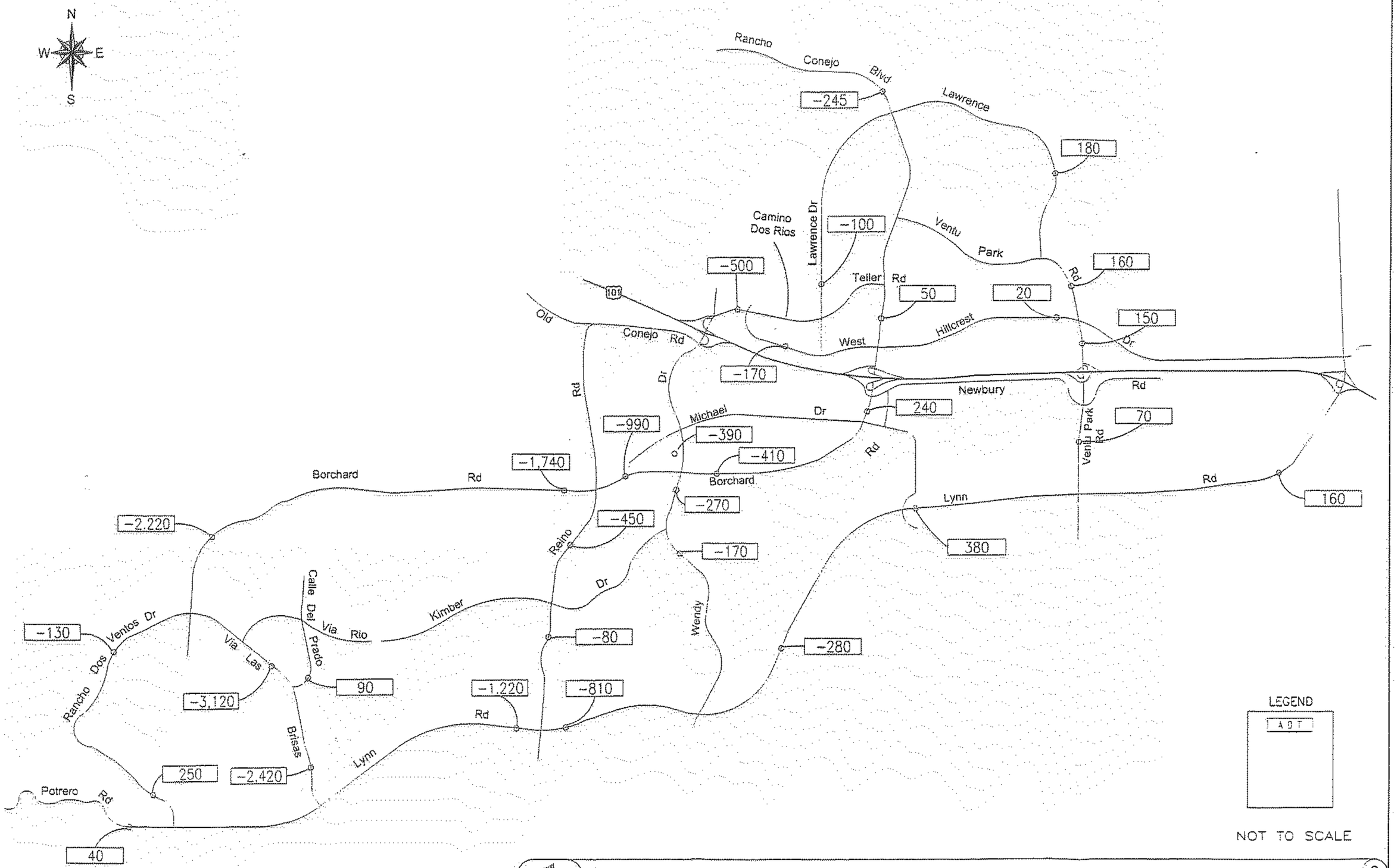
Figure 3 shows the net change in traffic levels that would occur on the area street network as a result of the combined action; and Figures 4 and 5 show the net change in traffic during the A.M. and P.M. peak hour periods at the area intersections. Potential impacts related to the changes in traffic levels that would occur on the study-area street network as a result of the combined action are discussed below. Additional discussions of the traffic changes in the vicinity of each site are provided in the Site Access & Local Circulation section of the report.

POTENTIAL ROADWAY IMPACTS

North of U.S. Highway 101

As shown in Figure 3, the major change in future traffic levels north of U.S. Highway 101 will be a reduction of 100 to 500 ADT on the street system west of Rancho Conejo Boulevard. These reductions are mostly attributed to removal of the 147 housing units that were planned on the Western Plateau site (SP 7, Planning Units 2 and J). ***The change in future traffic levels north of U.S. Highway 101 on the street system west of Rancho Conejo Boulevard is a beneficial impact.***

An increase of 20 to 180 ADT is forecasted east of Rancho Conejo Boulevard. These increases are attributed to the additional 19 housing units planned on Lawrence Drive east of Rancho Conejo Boulevard (SP 7, Planning Unit 1). ***The change in future traffic levels north of U.S. Highway 101 on the street system east of Rancho Conejo Boulevard is insignificant.***



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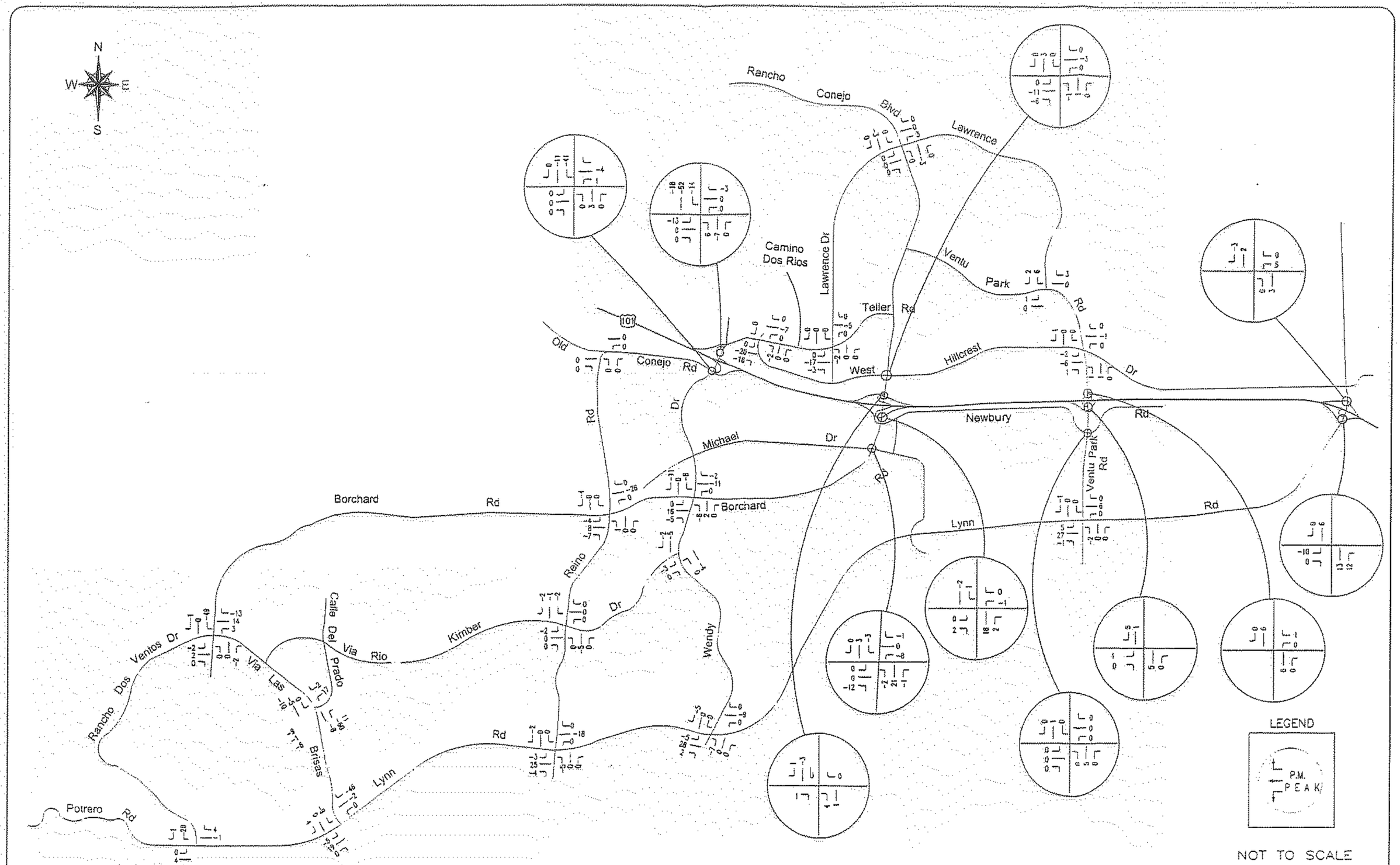
WESTERN PLATEAU PRESERVATION PLAN
ADT VOLUMES

FIGURE 3



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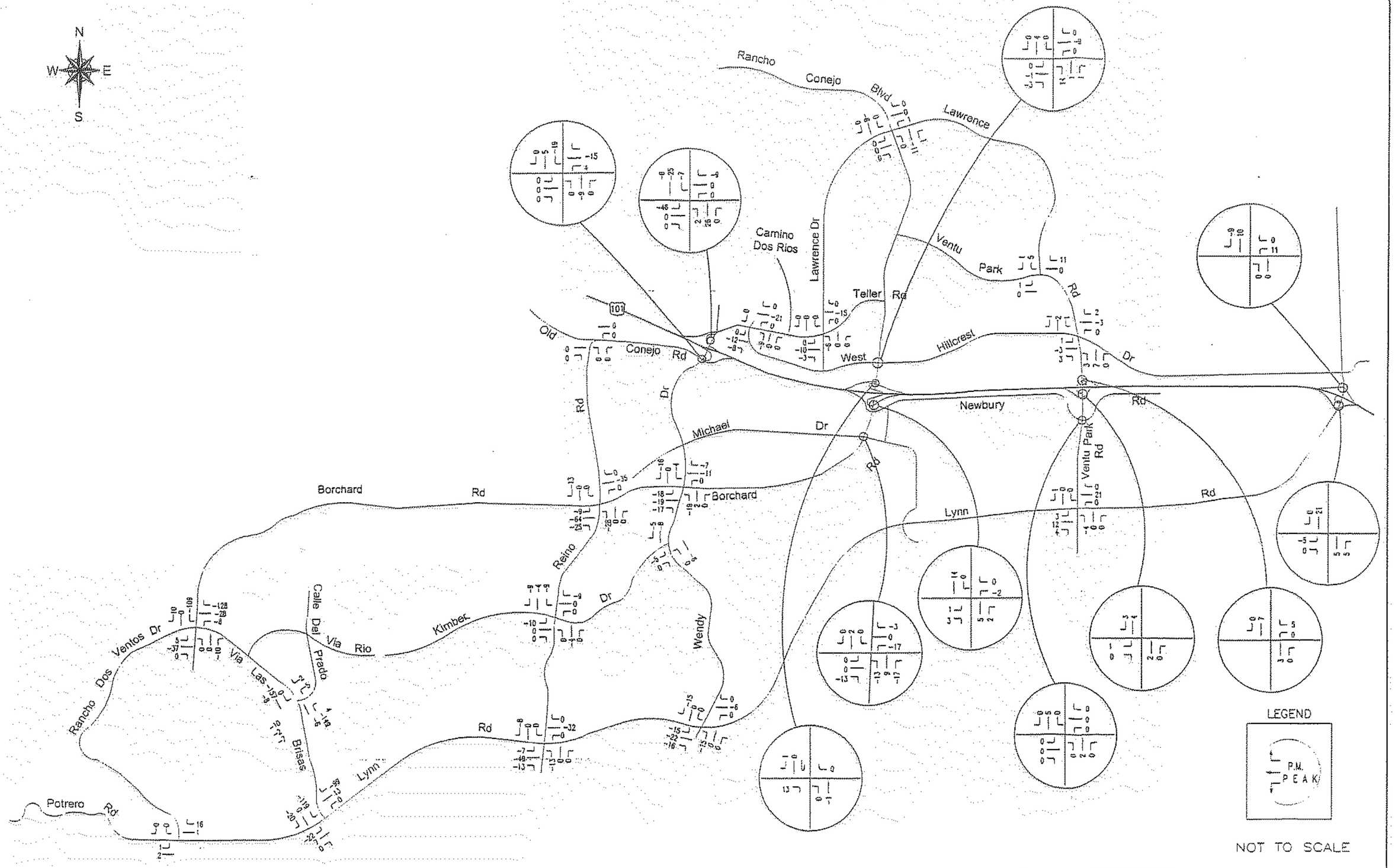
ENGINEERS

WESTERN PLATEAU PRESERVATION PLAN
A.M. PEAK HOUR VOLUMES

FIGURE 4



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ENGINEERS

WESTERN PLATEAU PRESERVATION PLAN
P.M. PEAK HOUR VOLUMES

FIGURE 5

South of U.S. Highway 101

The major change in future traffic levels south of U.S. Highway 101 will be the reduction of traffic on the street system from Wendy Drive to the west. Depending upon the street in question, future traffic volumes will be up to 2,400 ADT lower than what would occur if the currently approved uses are built. The traffic reductions are mostly due to the reduced trip generation associated with the commercial center planned near the Via Las Brisas/Via Rio intersection (SP 8/9, Commercial Site). As discussed, the previous EIRs forecasted future volumes, analyzed impacts and identified mitigations for the commercial center generating 11,040 ADT; while the current proposal includes a development plan with defined uses that include commercial, office, and a YMCA with daycare facilities. The proposed uses are expected to generate 2,862 ADT. Thus, the reduction in the trip generation forecasted from this site is about 8,200 ADT. This reduction more than offsets the traffic changes resulting from the housing and school uses proposed in that area under the Western Plateau Preservation Plan. ***The change in future traffic levels south of U.S. Highway 101 on the street system west of Wendy Drive is a beneficial impact.***

Future traffic additions on Lynn Road east of Wendy Drive are expected to increase by 160 to 380 ADT when compared to the previously approved uses. This is due to the longer trip lengths associated with the increased trip generation from the housing in Dos Vientos Ranch combined with the shorter trip lengths associated with the reduced trip generation from the commercial site in Dos Vientos Ranch. ***The change in future traffic levels south of U.S. Highway 101 on Lynn Road east of Wendy Drive is insignificant.***

POTENTIAL INTERSECTION IMPACTS

Intersection capacity is the constraint within street systems. Thus, impacts of development projects are typically measured at key intersections in the vicinity of a proposed project. Potential intersection impacts related to the Western Plateau Preservation Plan were assessed at the study-area intersections assuming the net change in traffic forecasted resulting from the Project. Tables 4 and 5 list the net change in the V/C ratio that would result from the Project at the study-area intersections. Also shown is the significance of the impact using the City's LOS criteria. This impact methodology serves as a "sensitivity tool" to determine if the project has the potential to generated significant impacts, whether measured against existing traffic levels, buildout traffic levels, or some interim year. The data in the tables show that the net change in traffic that would be generated by the project would be less than 2% (V/C change < 0.02) at the study-area intersections (the significance threshold). And, the project would result in lower traffic levels and a net reduction at many of the intersections. ***The change in future traffic levels that would be generated by the project at the study-area intersections would be insignificant or beneficial.***

Table 4
Potential A.M. Peak Hour Intersection Impacts

Intersection	Project Change(a) V/C Ratio	Impact
U.S. 101 NB Ramps/Wendy Dr*(b)*	-0.02	Beneficial
U.S. 101 SB Ramps/Wendy Dr	-0.01	Beneficial
U.S. 101 NB Ramps/Rancho Conejo	0.00	Insignificant
U.S. 101 SB Ramps/Borchard Rd*(b)*	0.00	Insignificant
U.S. 101 NB Ramps/Ventu Park Rd	0.00	Insignificant
U.S. 101 SB Ramps/Ventu Park Rd	0.00	Insignificant
U.S. 101 NB Ramps/Lynn Rd	0.00	Insignificant
U.S. 101 SB Ramps/Lynn Rd	0.00	Insignificant
Lynn Rd/Ventu Park Rd	0.01	Insignificant
Lynn Rd/Wendy Dr	0.01	Insignificant
Lynn Rd/Reino Rd	-0.01	Beneficial
Lynn Rd/Via Las Brisas	-0.03	Beneficial
Borchard Rd/Via Las Brisas	-0.04	Beneficial
Lynn Rd/Rancho Dos Vientos Dr	-0.03	Beneficial
Reino Rd/Kimber Dr	0.00	Insignificant
Wendy Rd/Kimber Dr	-0.01	Beneficial
Borchard Rd/Wendy Dr	0.00	Insignificant
Borchard Rd/Reino Rd	0.00	Insignificant
Borchard Rd/Michael Dr	-0.01	Beneficial
Reino Rd/Old Conejo Rd	0.00	Insignificant
Hillcrest Dr/Camino Dos Rios	0.00	Insignificant
Lawrence Dr/Teller Rd	0.00	Insignificant
Rancho Conejo Boulevard/Hillcrest Dr	-0.01	Beneficial
Ventu Park Rd/Hillcrest Dr	0.00	Insignificant
Ventu Park Rd/Lawrence Dr	0.00	Insignificant
Rancho Conejo Boulevard/Lawrence Dr	0.00	Insignificant
Via Las Brisas/Calle Del Prado	0.00	Insignificant
Ventu Park/Newbury Rd	0.01	Insignificant

V/C = Volume-to-Capacity ratio.
(a) V/C change generated by Project.
(b) V/C assumes planned improvements.

Table 5
Potential P.M. Peak Hour Intersection Impacts

Intersection	Project Change(a) V/C Ratio	Impact
U.S. 101 NB Ramps/Wendy Dr*(b)*	-0.01	Beneficial
U.S. 101 SB Ramps/Wendy Dr	0.00	Insignificant
U.S. 101 NB Ramps/Rancho Conejo	0.01	Insignificant
U.S. 101 SB Ramps/Borchard Rd*(b)*	0.00	Insignificant
U.S. 101 NB Ramps/Ventu Park Rd	0.00	Insignificant
U.S. 101 SB Ramps/Ventu Park Rd	0.00	Insignificant
U.S. 101 NB Ramps/Lynn Rd	0.00	Insignificant
U.S. 101 SB Ramps/Lynn Rd	0.00	Insignificant
Lynn Rd/Ventu Park Rd	0.00	Insignificant
Lynn Rd/Wendy Dr	-0.01	Beneficial
Lynn Rd/Reino Rd	-0.03	Beneficial
Lynn Rd/Via Las Brisas	-0.09	Beneficial
Borchard Rd/Via Las Brisas	-0.12	Beneficial
Lynn Rd/Rancho Dos Vientos Dr	-0.06	Beneficial
Reino Rd/Kimber Dr	-0.02	Beneficial
Wendy Rd/Kimber Dr	-0.01	Beneficial
Borchard Rd/Wendy Dr	-0.01	Beneficial
Borchard Rd/Reino Rd	-0.02	Beneficial
Borchard Rd/Michael Dr	-0.01	Beneficial
Reino Rd/Old Conejo Rd	0.00	Insignificant
Hillcrest Dr/Camino Dos Rios	-0.01	Beneficial
Lawrence Dr/Teller Rd	-0.02	Beneficial
Rancho Conejo Boulevard/Hillcrest Dr	0.00	Insignificant
Ventu Park Rd/Hillcrest Dr	0.00	Insignificant
Ventu Park Rd/Lawrence Dr	0.01	Insignificant
Rancho Conejo Boulevard/Lawrence Dr	0.00	Insignificant
Via Las Brisas/Calle Del Prado	-0.02	Beneficial
Ventu Park/Newbury Rd	0.01	Insignificant

V/C = Volume-to-Capacity ratio.
(a) V/C change generated by Project.
(b) V/C assumes planned improvements.

BUILDOUT IMPACTS

The above analysis found that the net change in traffic that would be generated by the Project would be insignificant or beneficial. These net changes would occur whether measured against existing conditions, Buildout conditions, or some other interim year. Thus, potential impacts under Buildout conditions will be insignificant or beneficial. ***The change in Buildout traffic levels that would be generated by the combined action would be insignificant or beneficial.***

SITE ACCESS AND LOCAL CIRCULATION

Using site plans provided by the City, a review of site access was completed for each of the proposed developments. This includes a review of driveway locations, drop-off/pick-up areas, parking areas, pedestrian connections/facilities, etc. A discussion of potential impacts to the local circulation adjacent to each site is also be provided. This analysis focuses on the net change in traffic that would result in the neighborhood adjacent to each site as a result of the land use changes proposed under the Western Plateau Preservation Plan.

Site A

The current plan for Site A includes 147 single family homes and a 7-acre neighborhood park. The proposed use is 191 acres of open space, known as the Western Plateau. A site plan is not applicable for Site A since it will be open space.

Access. The Western Plateau open space would be accessed via trails leading from the extension of Wendy Drive through the Seventh Day Adventist (SDA) Project and through the secondary access to the SDA site connecting Conejo Center Drive off Rancho Conejo Boulevard and Lawrence Drive. These roadways have the ability to accommodate the nominal traffic volumes expected at the site.

Local Circulation. Table 6 shows the net change in future traffic that would occur at Site A as a result of the Western Plateau Preservation Plan.

Table 6
Net Change in Traffic Generation - Site A

Scenario	ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Uses(a)	0	0	0
Approved Uses	2,114	155	180
Net Change in Traffic Generation	**-2,114**	**-155**	**-180**

(a) Existing Open Space - No New Trips.

The change in traffic as a result of the combined action at Site A would be a reduction of 2,114 ADT, 155 A.M. peak hour trips, and 180 P.M. peak hour trips from what was analyzed in the previous EIRs. Access to the residential units and park that were previously approved for Site A was planned via a connection to the Wendy Drive corridor via the SDA site and the secondary access to the SDA Project via Rancho Conejo Boulevard. The changes proposed for Site A would result in lower traffic levels than were previously forecasted for both of these corridors adjacent to the site.

Site B

The current plan for Site B includes 75 single family homes. The proposed use is 94 single family homes, a net increase of 19 homes.

Access. This site is located within a gated neighborhood with access provided by Lawrence Drive. Lawrence Drive has been constructed to City standards and has additional capacity to provide adequate access to the new residential lots.

Local Circulation. Table 7 shows the net change in future traffic that would occur at Site B as a result of the Western Plateau Preservation Plan.

Table 7
Net Change in Traffic Generation - Site B

Scenario	ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Uses	900	71	94
Approved Uses	718	56	75
Net Change in Traffic Generation	**+182**	**+15**	**+19**

The change in traffic as a result of the combined action would be an increase of 182 ADT, 15 A.M. peak hour trips, and 19 P.M. peak hour trips at Site B. Access to the additional residential units would be via Lawrence Drive. The traffic increase on Lawrence Drive and the adjacent segments of Ventu Park Road and Rancho Conejo Boulevard, when compared to the previous approval, would not trigger the need for expanding the roadways. Depending upon the timing of the development, it may accelerate the need for the traffic signal that is planned at Ventu Park Road/Lawrence Drive (traffic signals are scheduled for 2003).

Site C

The current plan for Site C includes a 10-acre elementary school and a 4.5-acre developed park. The proposed use includes the elementary school and a middle school on a total of 14.5 acres. The site plan shows the elementary school and park site.

Access. This site is bounded by Via Rio at the south, single family lots on the north, Calle Del Prado on the east, and Via Mirabella on the west. Via Rio is shown as a 64-foot roadway, providing 2 lanes each direction. Both Calle Del Prado and Via Mirabella are shown as 40-foot roadways, providing 1 lane in each direction with on-street parking. The site plan for the proposed elementary school shows a parking area along Calle Del Prado that is served by two driveways and is designed with one-way flow. The entry driveway is 20 feet wide and the exit is about 30 feet wide. The parking lot layout and connection are

properly planned and will accommodate the forecasted traffic flow. The exit driveway intersects Calle Del Prado at a skewed angle. It is recommended that the exit driveway connect to Calle Del Prado at a 90 degree angle to maximize sight distance for drivers exiting the lot, and to provide for more efficient left-turns from the lot. The site plan also shows a parking area along Via Rio that is served by two driveways and is designed with one-way flow. This site plan also shows a pick-up/drop-off lane adjacent to the school buildings in this lot, which is properly located so that students are not required to cross vehicle paths. The parking lot layout and connections are properly planned and will accommodate the forecasted traffic flow.

The middle school layout has not been defined on the site plan. It is recommended that access for the middle school be separated from the elementary school, if possible, to disperse traffic at a greater number of driveways. The street system in the vicinity of the school will provide sidewalks for pedestrians. Placement of crosswalks in the vicinity of the site should be considered after a Safe Route to School Plan is developed.

Local Circulation. Table 8 shows the net change in traffic that would occur at Site C as a result of the Western Plateau Preservation Plan.

Table 8
Net Change in Traffic Generation - Site C

Scenario	ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Uses	826	228	66
Approved Uses	825	99	36
Net Change in Traffic Generation	**+1**	**+129**	**+30**

The future traffic generated at Site C would be about the same level of traffic in the neighborhood on an average day (+1 ADT). However, the schools will concentrate their traffic loads during the morning period at the beginning of the school day and the afternoon period at the end of the school day (versus traffic to and from the approved park that would be spread throughout the day). The additional traffic in the A.M. and P.M. peak period can be accommodated by the streets serving the site. As discussed, it is recommended that access for the middle school be separated from the elementary school.

Site D

The Site D land use changes include revisions to the number and type of high density housing units. The current plan includes 75 affordable apartments, 150 senior affordable apartments and 125 senior market rate apartments, for a total of 350 units. The proposed units include 128 market rate apartments and 171 condominiums, for a total of 299 units.

Access. The site plan shows that the proposed apartments and condominiums would have separate access and circulation systems. Access to the apartments would be provided at the traffic circle on Via Mirabella just north of Via Rio. Access to the parking spaces would be provided by a 30-foot wide circular roadway located at the perimeter of the buildings. This system will provide two-way flow and will accommodate the anticipated traffic loads for the apartment complex (844 ADT).

Primary access to the condominium complex would be provided by a driveway on Via Mirabella located about 225 feet north of the traffic circle. This entry/exit road is shown at 40 feet in width between Via Mirabella and the small traffic circle located on the site. The roadway forks at the traffic circle, resulting in two 30-foot roadways that would provide access to the various portions of the complex. The on-site access roads are shown at 25 to 30 feet in width and are designed for two-way flow. Secondary access would be provided via a right-turn only driveway connecting to Via Las Brisas just north of the commercial center. This system will accommodate the anticipated traffic loads for the condominium complex (1,002 ADT).

Local Circulation. Table 9 shows the net change in future traffic that would occur at Site D as a result of the Western Plateau Preservation Plan.

Table 9
Net Change in Traffic Generation - Site D

Scenario	ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Uses	1,846	134	166
Approved Uses	1,451	54	71
Net Change in Traffic Generation	**+395**	**+80**	**+95**

The change in future traffic as a result of the combined action would be an increase of 395 ADT, 80 A.M. peak hour trips, and 95 P.M. peak hour trips at Site D. These increases would occur on the segment of Via Mirabella between the site access and Via Rio. Future traffic volumes on Via Rio and the system that connects Dos Vientos Ranch to the outside street network (e.g. Via Las Brisas, Borchard Road, Lynn Road) will be lower under the Western Plateau Preservation Plan than if developed under the approved land uses. This is due to the reduction in traffic that would result from the currently proposed commercial center versus what was analyzed in the previous EIRs (see following discussion for Site E).

Site E

The current plan for Site E includes a 9.2-acres commercial center. This center was previously analyzed in FSEIR without defined commercial uses. The proposed use includes a site plan with defined uses that include commercial, office, and a YMCA with daycare facilities.

Access. The site plan shows that access to the proposed center would be provided by one driveway on Via Las Brisas and one driveway at the traffic circle on Via Mirabella just north of Via Rio. These access points connect to the parking areas that are generally located north and east of the proposed buildings. The driveway on Via Las Brisas and the driveway at the Via Mirabella traffic circle are 30 feet wide, which will allow for two-way traffic flows. The proposed system will accommodate the anticipated traffic loads for the commercial complex (2,862 ADT). Meandering walkways would be provided for pedestrians along the Via Las Brisas and Via Rio frontage. These walkways connect to the center.

Local Circulation. Table 10 shows the net change in future traffic that would occur at Site E as a result of the Western Plateau Preservation Plan.

Table 10
Net Change in Traffic Generation - Site E

Scenario	ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Uses	2,862	117	268
Approved Uses	11,040	442	1,214
Net Change in Traffic Generation	**-8,178**	**-325**	**-946**

The change in traffic as a result of the combined action would be a reduction of 8,178 ADT, 325 A.M. peak hour trips, and 946 P.M. peak hour trips at the commercial site, when compared to the previously approved uses. The previous EIRs forecasted future volumes, analyzed impacts and identified mitigations for a commercial center generating 11,040 ADT. Since the uses at the commercial center site were undefined at that time, the EIR preparer applied a very conservative trip generation rate to the 9.2-acre site (1,200 trips per acre x 9.2 acres = 11,040 ADT). The Western Plateau Preservation Plan proposal includes a development plan with defined uses that include commercial, office, and a YMCA with daycare facilities. Trip generation for these defined uses was calculated using the standard ITE rates for the proposed building sizes, resulting in a trip generation of 2,862 ADT. Thus, the currently proposed uses will result in a reduction of about 8,200 ADT from what was previously analyzed.

The reduction in future traffic that would occur at this site as a result of the Western Plateau Preservation Plan would more than offset the additional traffic generated by the proposed changes in the housing mix, school and recreational uses that are also proposed in the Dos Vientos Ranch area. In addition to reduced traffic levels at the commercial site, future traffic on Borchard Road and Lynn Road east of Via Las Brisas – the main arteries connecting Dos Vientos Ranch to the commercial and employment destinations – will be reduced.

Site F

The current plan for Site F includes a daycare center. The proposed use includes development of 7 single family residences.

Access. As shown on the site plan, access to the individual lots that would be provided by extending Via La Jolla, which is a residential street. Via La Jolla has been constructed according to City standards and the extension is shown to standards.

Local Circulation. Table 11 shows the net change in future traffic that would occur at Site F as a result of the Western Plateau Preservation Plan.

Table 11
Net Change in Traffic Generation - Site F

Scenario	ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Uses	67	5	7
Approved Uses	226	40	43
Net Change in Traffic Generation	**-159**	**-35**	**-36**

A net reduction of 159 ADT, 35 A.M. peak hour trips, and 36 P.M. peak hour trips would occur at Site F as a result of the proposed action (as compared to the previous approvals). This minor reduction would not change operations on Via La Jolla.

Site G

The current plan for Site G includes 9 single family homes. The proposed use is 69 single family homes, a net increase of 60 homes.

Access. The roadway system that would serve the individual lots connects to Rancho Dos Vientos and meets City standards.

Local Circulation. Table 12 shows the net change in future traffic that would occur at Site G as a result of the Western Plateau Preservation Plan.

Table 12
Net Change in Traffic Generation - Site G

Scenario	ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Uses	828	66	71
Approved Uses	108	9	9
Net Change in Traffic Generation	**+720**	**+57**	**+62**

The change in traffic as a result of the combined action would be an increase of 720 ADT, 57 A.M. peak hour trips, and 62 P.M. peak hour trips at Site G (as compared to the previous approvals). This change at Site G would result in an additional 385 ADT on Rancho Dos Vientos Drive north of the connection to Site G and 335 ADT on Rancho Dos Vientos Drive south of the connection. These increases would be accommodated by Rancho Dos Vientos Drive without significantly changing operation on the street. Beyond Rancho Dos Vientos Drive, on Borchard Road and Lynn Road, future volumes will be lower than if development were to occur under the approved land uses due to the reduction in traffic forecasted at commercial center site.

Site H

Site H was approved with 6.75 acres of open space. The proposed use is a developed park with 4.5 net usable acres.

Access. A site plan was not provided for Site H. It is assumed that a connection to Via Mirabella would be made for access to the park. The connection should be planned to provide adequate sight distances at the intersection and meet City standards.

Local Circulation. Table 13 shows the net change in future traffic that would occur at Site H as a result of the Western Plateau Preservation Plan.

Table 13
Net Change in Traffic Generation - Site H

Scenario	ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Uses	225	9	18
Approved Uses	0	0	0
Net Change in Traffic Generation	**+225**	**+9**	**+18**

The change in traffic as a result of the combined action would be an increase of 225 ADT, 9 A.M. peak hour trips, and 18 P.M. peak hour trips at Site H (when compared to the approved uses). This increase can be accommodated by Via Mirabella. Future traffic volumes on Via Rio and the system beyond that point would be lower than if developed under the approved land uses due to the traffic reduction forecasted at the commercial center.

Site I

The current plan for Site I includes a private equestrian center. The proposed is development of 3 single family residences.

Access. The site plan for Site I shows that access would be provided by a connection to Potrero Road opposite Via Acosta. The connection (shown as "A" Court) should be controlled by a stop sign. Access to the residential lots would be provided by a cul-de-sac constructed according to City standards. This access plan is properly planned and will accommodate traffic generated by the project.

Local Circulation. Table 14 shows the net change in future traffic that would occur at Site I as a result of the Western Plateau Preservation Plan.

Table 14
Net Change in Traffic Generation - Site I

Scenario	ADT	A.M. Peak Hour	P.M. Peak Hour
Proposed Uses	36	3	3
Approved Uses	44	3	4
Net Change in Traffic Generation	**-8**	**0**	**-1**

The change in traffic as a result of the combined action would be an reduction of 8 ADT and 1 P.M. peak hour trip at Site I. The effects of these changes on the adjacent street system would be negligible.

■ ■ ■

TECHNICAL APPENDIX

CONTENTS:

TRIP GENERATION WORKSHEET

DISTRIBUTION AND ASSIGNMENT WORKSHEETS

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - U.S. 101 NB Ramps/Wendy Dr
Reference 2 - U.S. 101 SB Ramps/Wendy Dr
Reference 3 - U.S. 101 NB Ramps/Rancho Conejo
Reference 4 - U.S. 101 SB Ramps/Borchard Rd
Reference 5 - U.S. 101 NB Ramps/Ventu Park Rd
Reference 6 - U.S. 101 SB Ramps/Ventu Park Rd
Reference 7 - U.S. 101 NB Ramps/Lynn Rd
Reference 8 - U.S. 101 SB Ramps/Lynn Rd
Reference 9 - Lynn Rd/Ventu Park Rd
Reference 10 - Lynn Rd/Wendy Dr
Reference 11 - Lynn Rd/Reino Rd
Reference 12 - Lynn Rd/Via Las Brisas
Reference 13 - Borchard Rd/Via Las Brisas
Reference 14 - Lynn Rd/Rancho Dos Vientos Dr
Reference 15 - Reino Rd/Kimber Dr
Reference 16 - Wendy Rd/Kimber Dr
Reference 17 - Borchard Rd/Wendy Dr
Reference 18 - Borchard Rd/Reino Rd
Reference 19 - Borchard Rd/Michael Dr
Reference 20 - Reino Rd/Old Conejo Rd
Reference 21 - Not Used
Reference 22 - Hillcrest Dr/Camino Dos Rios
Reference 23 - Lawrence Dr/Teller Rd
Reference 24 - Rancho Conejo Boulevard/Hillcrest Dr
Reference 25 - Ventu Park Rd/Hillcrest Dr
Reference 26 - Ventu Park Rd/Lawrence Dr
Reference 27 - Rancho Conejo Boulevard/Lawrence Dr
Reference 28 - Via Las Brisas/Calle Del Prado
Reference 29 - Ventu Park/Newbury Rd

TRIP GENERATION WORKSHEET

Project Trip Generation - Western Plateau Preservation Plan

SITE	Land Uses	ITE Land Use Code	Proposed Change	ADT	A.M. Peak Hour		P.M. Peak Hour	
					Enter (%)	Exit (%)	Enter (%)	Exit (%)
A	very low density	NA[a]	-147 SFD	-1,764	-28(20)	-113(80)	-99(65)	-53(35)
	dev. park	SANDAG	-7 Acres	-350	-7(50)	-7(50)	-14(50)	-14(50)
	open space	NA[b]	+191 Acres	0	0	0	0	0
B	low density	210	-75 SFD	-718	14(25)	42(75)	48(64)	27(36)
	low density	210	+94 SFD	+900	18(25)	53(75)	60(64)	34(36)
C	dev. park	SANDAG	-4.5 Acres	-225	-5(50)	-4(50)	-9(50)	-9(50)
	element. school	NA[c]	0	0	0	0	0	0
	middle school	522	+4.5 Acres (300 students)	226	79(57)	59(43)	23(48)	25(52)
D	high density	221 253 253	-75 Aff. Apts. -150 Sr. Aff. Apts. -125 Sr. Mkt. Apts.	-494 -522 -435	-7(20) -6(63) -6(63)	-28(80) -4(37) -3(37)	-29(66) -9(59) -7(59)	-15(34) -6(41) -5(41)
	med. density	221 230	+128 Mkt. Apts. +171 Condos	844 1,002	12(20) 12(17)	48(80) 62(83)	49(66) 62(67)	25(34) 30(33)
E	shop. center	NA[a]	-9.2 Acres	-11,040	-265(60)	-177(40)	-607(50)	-607(50)
	shop. center	820	+51,600 SF	2,215	32(61)	21(39)	93(48)	100(52)
	YMCA	495	+18,400 SF[d]	421	16(66)	8(34)	11(34)	21(66)
	day care	565	+ 50 Students	226	21(53)	19(47)	20(47)	23(53)
F	day care	565	- 50 Students	-226	-21(53)	-19(47)	- 20(47)	-23(53)
	low density	210	+7 SFD	67	1(25)	4(75)	4(64)	3(36)
G	very low density	NA[a]	-9 Rancho Est.	-108	-2(20)	-7(80)	-6(65)	-3(35)
	very low density	NA[a]	+69 SFD	828	13(19)	53(81)	46(65)	25(35)
H	open space	NA[b]	-6.75 Acres	0	0	0	0	0
	dev. park	SANDAG	+4.5 Acres	225	5(50)	4(50)	9(50)	9(50)
I	equest. center	NA[e]	-8.7 Acres	-44	-3	-0	-3(70)	-1(30)
	very low density	NA[a]	+3 SFD	36	1(20)	2(80)	2(65)	1(35)

(a) Trip Rates derived from Dos Vientos Specific Plan Trip Generation (FSEIR #301)
(b) Existing Open Space no New Trips
(c) Site also includes a 10 acre elementary school with a projected enrollment of 600 students. This portion of Site C is not proposed to be changed by the Western Plateau Project.
Expected trip generation: 600 ADT, 90 (60 in, 30 out) A.M. peak hour and 18 (6 in, 12 out) P.M. peak hour trips.
(d) Total site size 2 acres
(e) Trip Rates derived from VTT 4831 Trip Generation (FSEIR #301)
SANDAG Trips derived from the San Diego Association of Governments Trip Generators Manual.

DISTRIBUTION AND ASSIGNMENT WORKSHEETS

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - U.S. 101 NB Ramps/Wendy Dr
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Reference 27 - Rancho Conejo Boulevard/Lawrence Dr
Reference 28 - Via Las Brisas/Calle Del Prado
Reference 29 - Ventu Park/Newbury Rd

WESTERN PLATEAU # 01056

REFERENCE # 01AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *4/11/01*

TIME PERIOD: *AM*

N/S STREET: *WENDY DRIVE/CAMINO DOS RIOS*

E/W STREET: *RTE 101 NB ON/OFF*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	71	955	501	0	305	8	8	1	72	531	117	265

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL T TR	TT TR	L RR	LL TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	2	3200	71	71	0	0	0.022	0.02	0.00	0.00		
NBT	2	3200	955	955	0	0	0.455 *	0.46	0.00	0.00		
NBR	0	0	501	501	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	3	4800	305	305	0	0	0.085	0.07	0.00	0.00		
SBR	0	0	8	8	0	0	-	-	-	-		
EBL	1	1600	8	8	0	0	0.005	0.01	0.00	0.00		
EBT	0	0	1	1	0	0	-	-	-	-		
EBR (a)	2	3200	72	72	0	0	0.023 *	0.02	0.00	0.00		
WBL	2	3200	531	531	0	0	0.166 *	0.17	0.00	0.00		
WBT	0	0	117	117	0	0	-	-	-	-		
WBR (a)	1	1600	265	265	0	0	0.166	0.17	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.64	0.60	0.00	0.00		
			LEVEL OF SERVICE:				B	A	A	A		

NOTES:

(a) Not critical due to R.T.O.R.

06/06/01

WESTERN PLATEAU # 01056 — REFERENCE # 01AMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET — *PHASE II SDA MODIFICATION*

COUNT DATE: *4/11/01*

TIME PERIOD: *AM* — *PLANNED GEOMETRY*

N/S STREET: *WENDY DRIVE*

E/W STREET: *RTE 101 NB ON/OFF-CAMINO DOS RIOS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	501	71	955	8	37	36	117	265	531	25	280	8
(B) PROJECT	-6	-7	0	-14	-52	-18	-13	0	0	0	0	-3
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL T R	LT T R	LL T R	LL TT TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	2	3200	501	507	0	6	0.157 *	0.16 *	0.00	0.00		
NBT	1	1600	71	64	0	-7	0.044	0.04	0.00	0.00		
NBR (a)	1	1600	955	955	0	0	0.597	0.60	0.00	0.00		
SBL	0	0	8	-6	0	-14	-	-	-	-		
SBT	2	3200	37	-15	0	-52	0.014 *	0.00 *	0.00	0.00		
SBR	1	1600	36	18	0	-18	0.023	0.01	0.00	0.00		
EBL	2	3200	117	104	0	-13	0.037	0.03	0.00	0.00		
EBT	1	1600	265	265	0	0	0.166 *	0.17 *	0.00	0.00		
EBR (a)	1	1600	531	531	0	0	0.332	0.33	0.00	0.00		
WBL	2	3200	25	25	0	0	0.008 *	0.01 *	0.00	0.00		
WBT	3	4800	280	280	0	0	0.060	0.06	0.00	0.00		
WBR	0	0	8	5	0	-3	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.35	0.33	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) *FREE RIGHT-TURN*

08/08/01

WESTERN PLATEAU -NEWBURY PARK # 0105E

REFERENCE # 02AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *8/25/98*

TIME PERIOD: *AM*

N/S STREET: *WENDY DRIVE*

E/W STREET: *RTE 101 SB ON/OFF RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	32	400	465	67	258	220	291	469	23	123	95	465
(B) PROJECT	0	3	0	-41	-11	0	0	0	0	0	0	-4
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T R	SOUTH BOUND LL T R	EAST BOUND L T TR	WEST BOUND L T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	32	32	0	0	0.02	0.02	0.00	0.00		
NBT	1	1600	400	403	0	3	0.25 *	0.25 *	0.00	0.00		
NBR (a)	1	1600	371	465	0	0	0.23	0.31	0.00	0.00		
SBL	2	3200	67	26	0	-41	0.02 *	0.01 *	0.00	0.00		
SBT	1	1600	258	247	0	-11	0.16	0.15	0.00	0.00		
SBR (b)	1	1600	220	220	0	0	0.14	0.14	0.00	0.00		
EBL	1	1600	291	291	0	0	0.18 *	0.18 *	0.00	0.00		
EBT	2	3200	469	469	0	0	0.15	0.15	0.00	0.00		
EBR	0	0	23	23	0	0	-	-	-	-		
WBL	1	1600	123	123	0	0	0.08	0.08	0.00	0.00		
WBT	1	1600	95	95	0	0	0.06 *	0.06 *	0.00	0.00		
WBR (b)	1	1600	465	461	0	-4	0.29	0.29	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.51	0.50	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) 25% R.T.O.R. existing

(b) Free right turn

08/13/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 03AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *5/23/00*

TIME PERIOD: *AM*

N/S STREET: *RANCHO CONEJO*

E/W STREET: *RTE 101 NB ON/OFF*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	134	885	0	0	438	173	0	6	329	0	0	964
(B) PROJECT	4	1	0	0	-3	1	0	0	1	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TTT	TT TR	RR	RR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	134	138	0	4	0.08 *	0.08 *	0.00	0.00		
NBT	3	4800	885	886	0	1	0.18	0.18	0.00	0.00		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	3	4800	438	435	0	-3	0.13 *	0.13 *	0.00	0.00		
SBR	0	0	173	174	0	1	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	6	6	0	0	-	-	-	-		
EBR (a)	2	3200	132	132	0	1	0.04	0.04	0.00	0.00		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR (b)	2	3200	675	675	0	0	0.21 *	0.21 *	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.42	0.42	0.00	0.00		
			LEVEL OF SERVICE.				A	A	A	A		

NOTES:

(a) 60% R.T.O.R. EXISTING
(b) 30% R.T.O.R. EXISTING

08/13/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 04AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/29/00*

TIME PERIOD: *AM*

N/S STREET: *BORCHARD RD*

E/W STREET: *RTE 101 SB ON/OFF*

CONTROL TYPE: SIGNAL

EXISTING GEOMETRY

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	460	756	203	482	0	0	0	0	109	0	659

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T R	LL TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	1	1600	460	460	0	0	0.29	0.29	0.00	0.00
NBR (a)	1	1600	631	756	0	0	0.39 *	0.47	0.00	0.00
SBL	2	3200	203	203	0	0	0.06 *	0.06	0.00	0.00
SBT	2	3200	482	482	0	0	0.15	0.15	0.00	0.00
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	1	1600	109	109	0	0	0.07	0.07	0.00	0.00
WBT	0	0	0	0	0	0	-	-	-	-
WBR (b)	1	1600	458	659	0	0	0.29 *	0.35	0.00	0.00
INTERSECTION CAPACITY UTILIZATION:							0.74	0.80	0.00	0.00
LEVEL OF SERVICE:							C	A	A	A

NOTES:

FIGURES REFLECT EXISTING GEOMETRY

(a) 18% R.T.O.R. EXISTING

(b) 17% R.T.O.R. EXISTING

09/09/01

WESTERN PLATEAU -NEWBURY PARK # 01056 REFERENCE # 05AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *12/9/1998*

TIME PERIOD: *AM*

N/S STREET: *VENTU PARK RD*

E/W STREET: *RTE 101 NB ON/OFF*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	424	182	0	577	169	0	0	0	270	0	705
(B) PROJECT	0	6	0	0	6	0	0	0	0	0	0	1
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND TT R	SOUTH BOUND TT R	EAST BOUND	WEST BOUND L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	2	3200	424	430	0	6	0.13 *	0.13 *	0.00	0.00
NBR	1	1600	182	182	0	0	0.11	0.11	0.00	0.00
SBL	0	0	0	0	0	0	-	-	-	-
SBT	2	3200	577	583	0	0	0.18	0.18	0.00	0.00
SBR	1	1600	169	169	0	0	0.11	0.11	0.00	0.00
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	1	1600	270	270	0	0	0.17	0.17	0.00	0.00
WBT	0	0	0	0	0	0	-	-	-	-
WBR	1	1600	705	706	0	1	0.44 *	0.44 *	0.00	0.00
			INTERSECTION CAPACITY UTILIZATION:				0.57	0.58	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

09/02/01

WESTERN PLATEAU -NEWBURY PARK # 01056 REFERENCE # 08AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *8/11/1988*

TIME PERIOD: *AM*

N/S STREET: *VENTU PARK RD*

E/W STREET: *RTE 101 SB ON/OFF*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	374	504	0	304	476	162	0	81	0	0	0
(B) PROJECT	0	5	0	0	1	0	0	0	0	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	T R	TT R	L R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT (a)	1	1600	374	379	0	5	0.23	0.24	0.00	0.00		
NBR (a)	1	1600	504	504	0	0	0.32	0.32	0.00	0.00		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	304	305	0	1	0.10	0.10	0.00	0.00		
SBR (a)	1	1600	476	476	0	0	0.30	0.30	0.00	0.00		
EBL	1	1600	162	162	0	0	0.10	0.10	0.00	0.00		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	1	1600	81	81	0	0	0.05	0.05	0.00	0.00		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.20	0.20	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) FREE LANE

08/08/0

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 07AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *6/13/2000*

TIME PERIOD: *AM*

N/S STREET: *LYNN ROAD*

E/W STREET: *RTE 101 NB ON/OFF*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	49	905	0	0	799	883	0	0	0	87	0	237
(B) PROJECT	0	3	0	0	2	-3	0	0	0	5	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TTT	T TR R		L LR R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	49	49	0	0	0.031 *	0.03 *	0.00	0.00		
NBT	3	4800	905	908	0	3	0.188	0.19	0.00	0.00		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	3	4800	799	801	0	2	0.350 *	0.35 *	0.00	0.00		
SBR	0	0	883	880	0	-3	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	87	92	0	5	0.054 *	0.06 *	0.00	0.00		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	2	3200	237	237	0	0	0.074	0.07	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.44	0.44	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) Not critical due to R.T.O.R.

06/09/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 08AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *7/15/00*

TIME PERIOD: *AM*

N/S STREET: *LYNN ROAD*

E/W STREET: *RTE 101 SB ON/OFF RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	471	782	0	253	676	582	0	15	0	0	0
(B) PROJECT	0	13	12	0	6	0	-10	0	0	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	TT R	L LR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	2	3200	471	484	0	13	0.147 *	0.15 *	0.00	0.00		
NBR (a)	1	1600	782	774	0	12	0.476	0.48	0.00	0.01		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	253	259	0	6	0.079	0.08	0.00	0.00		
SBR (a)	1	1600	676	676	0	0	0.423	0.42	0.00	0.00		
EBL	0	0	582	572	0	-10	-	-	-	-		
EBT	2	3200	0	0	0	0	0.187 *	0.18 *	0.00	0.00		
EBR	0	0	15	15	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.33	0.33	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) *Free right-turn lane*

09/09/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 09AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/30/00*

TIME PERIOD: *AM*

N/S STREET: *VENTU PARK RD*

E/W STREET: *LYNN ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	15	87	88	40	25	94	188	696	11	10	135	75
(B) PROJECT	-2	0	0	0	0	-1	5	27	-1	0	6	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LTR	L T R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	15	13	0	-2	-	-	-	-		
NBT	1	1600	87	87	0	0	0.105 *	0.11 *	0.00	0.00		
NBR	0	0	88	88	0	0	-	-	-	-		
SBL	1	1600	40	40	0	0	0.025 *	0.03 *	0.00	0.00		
SBT	1	1600	25	25	0	0	0.016	0.02	0.00	0.00		
SBR	1	1600	94	93	0	-1	0.059	0.06	0.00	0.00		
EBL	2	3200	188	173	0	5	0.053	0.05	0.00	0.00		
EBT	2	3200	696	723	0	27	0.221 *	0.23 *	0.00	0.01		
EBR	0	0	11	10	0	-1	-	-	-	-		
WBL	1	1600	10	10	0	0	0.006 *	0.01 *	0.00	0.00		
WBT	2	3200	135	141	0	6	0.086	0.07	0.00	0.00		
WBR	0	0	75	75	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.36	0.37	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

03/09/01

10 AM

ALL-WAY STOP LEVEL OF SERVICE WORKSHEET
Version 1.0, Michael Kyte, University of Idaho

PROJECT: Western Plateau Preservation Plan
N/S STREET: Wendy Drive
E/S STREET: Lynn Road
A.M. PEAK HOUR
CONDITION: EXISTING VOLUMES

VOLUMES / GEOMETRICS

	Eastbound	Westbound	Northbound	Southbound
Left-Turn Volume	107	61	17	41
Through Volume	383	117	56	87
Right-Turn Volume	7	16	74	55
Peak-Hour Factor	0.90	0.90	0.90	0.90
Number of Lanes	3	3	3	3

CAPACITIES / LEVELS OF SERVICE

	Eastbound	Westbound	Northbound	Southbound
Capacity, vph	906	834	499	583
Volume/Capacity Ratio	0.61	0.26	0.33	0.35
Delay, sec/veh	10	3	3	4
Level of Service	C	A	A	A
Range Check	Error	Error	Error	Error

OVERALL INTERSECTION

	Eastbound	Westbound	Northbound	Southbound
Total Approach Delays	5032	518	509	689

Total Delay	6748
Total Volume	1021
Delay/Vehicle	6.6
Level of Service	A

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 10AMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/30/99*

TIME PERIOD: *AM*

FUTURE SCENARIO

N/S STREET: *WENDY DRIVE*

E/W STREET: *LYNN ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	17	56	74	41	87	55	107	383	7	61	117	16
(B) PROJECT	-7	0	0	0	0	-5	0	28	2	0	-9	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	17	10	0	-7	0.011	0.01	0.00	0.00		
NBT	2	3200	56	56	0	0	0.041 *	0.04 *	0.00	0.00		
NBR	0	0	74	74	0	0	-	-	-	-		
SBL	1	1600	41	41	0	0	0.026 *	0.03 *	0.00	0.00		
SBT	2	3200	87	87	0	0	0.044	0.04	0.00	0.00		
SBR	0	0	55	50	0	-5	-	-	-	-		
EBL	1	1600	107	107	0	0	0.067	0.07	0.00	0.00		
EBT	2	3200	383	411	0	28	0.122 *	0.13 *	0.00	0.01		
EBR	0	0	7	9	0	2	-	-	-	-		
WBL	1	1600	61	61	0	0	0.038 *	0.04 *	0.00	0.00		
WBT	2	3200	117	108	0	-9	0.042	0.04	0.00	0.00		
WBR	0	0	16	16	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.23	0.24	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

00/09/01

11 AM

ALL-WAY STOP LEVEL OF SERVICE WORKSHEET
Version 1.0, Michael Kyte, University of Idaho

PROJECT: Western Plateau Preservation Plan
N/S STREET: Reino Road
E/S STREET: Lynn Road
A.M. PEAK HOUR
CONDITION: EXISTING VOLUMES

VOLUMES / GEOMETRICS

	Eastbound	Westbound	Northbound	Southbound
Left-Turn Volume	235	17	7	139
Through Volume	236	107	67	46
Right-Turn Volume	17	148	23	135
Peak-Hour Factor	0.90	0.90	0.90	0.90
Number of Lanes	3	3	3	3

CAPACITIES / LEVELS OF SERVICE

	Eastbound	Westbound	Northbound	Southbound
Capacity, vph	975	692	492	621
Volume/Capacity Ratio	0.56	0.44	0.22	0.57
Delay, sec/veh	8	5	2	9
Level of Service	B	B	A	B
Range Check	Error	Error	Error	Error

OVERALL INTERSECTION

	Eastbound	Westbound	Northbound	Southbound
Total Approach Delays	4038	1428	223	2819

Total Delay	8508
Total Volume	1177
Delay/Vehicle	7.2
Level of Service	A

WESTERN PLATEAU -NEWBURY PARK # 01056 — REFERENCE # 11AMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/9/2000*

TIME PERIOD: *AM* — *FUTURE SCENARIO*

N/S STREET: *REINO ROAD*

E/W STREET: *LYNN ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	7	67	23	139	46	135	235	236	17	17	107	148
(B) PROJECT	-5	0	0	0	0	-2	-3	25	-4	0	-18	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L TR	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	7	2	0	-5	0.004	0.00	0.00	0.00
NBT	1	1600	67	67	0	0	0.056 *	0.06 *	0.00	0.00
NBR	0	0	23	23	0	0	-	-	-	-
SBL	1	1600	139	139	0	0	0.087 *	0.09 *	0.00	0.00
SBT	1	1600	46	46	0	0	0.113	0.11	0.00	0.00
SBR	0	0	135	133	0	-2	-	-	-	-
EBL	1	1600	235	232	0	-3	0.147 *	0.15 *	0.00	0.00
EBT	2	3200	236	261	0	25	0.079	0.09	0.00	0.01
EBR	0	0	17	13	0	-4	-	-	-	-
WBL	1	1600	17	17	0	0	0.011	0.01	0.00	0.00
WBT	2	3200	107	89	0	-18	0.080 *	0.07 *	0.00	0.00
WBR	0	0	148	148	0	0	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.37	0.36	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

02/09/01

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	12AM_EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	A.M.

Site Information

Intersection	LYNN RD/VIA LAS BRISAS
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: LYNN ROAD | North/South Street: VIA LAS BRISAS

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	21	172	0	6	158	53
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	23	191	0	6	175	58
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	172	0	26
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	0	0	191	0	28
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	1
Configuration		LTR		L	T	R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		L	T	R
v (vph)	23	6		0		191	0	28
C (m) (vph)	1317	1365		0		560	486	908
v/c	0.02	0.00				0.34	0.00	0.03
95% queue length	0.05	0.01				1.54	0.00	0.10
Control Delay	7.8	7.6				14.7	12.4	9.1
LOS	A	A		F		B	B	A
Approach Delay	--	--				14.0		
Approach LOS	--	--				B		

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WESTERN PLATEAU # 01056 REFERENCE # 12AMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *4/26/01*

TIME PERIOD: *AM*

N/S STREET: *VIA LAS BRISAS*

E/W STREET: *LYNN ROAD*

CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	0	0	172	0	26	21	172	0	6	158	53
(B) PROJECT	0	0	0	-9	0	4	-5	19	0	0	-2	-46
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LTR	L T R	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	1	1600	0	0	0	0	0.000	0.00	0.00	0.00
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	172	163	0	-9	0.108 *	0.10 *	0.00	0.00
SBT	1	1600	0	0	0	0	0.000	0.00	0.00	0.00
SBR	1	1600	26	30	0	4	0.016	0.02	0.00	0.00
EBL	1	1600	21	16	0	-5	0.013 *	0.01 *	0.00	0.00
EBT	2	3200	172	191	0	19	0.054	0.06	0.00	0.01
EBR	0	0	0	0	0	0	-	-	-	-
WBL	1	1600	6	6	0	0	0.004	0.00	0.00	0.00
WBT	2	3200	158	156	0	-2	0.060 *	0.05 *	0.00	0.00
WBR	0	0	53	7	0	-46	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.19	0.16	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

08/08/01

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	13AM_EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	A.M.

Site Information

Intersection	BORCHARD RD/VIA LAS BRISAS
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: BORCHARD RD/VIA DE LA MESA

North/South Street: DOS VIENTOS/VIA LAS BRISAS

Intersection Orientation: East-West

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	4	8	61	18	18
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	5	4	8	67	20	20
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration	LTR			L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	9	14	142	18	11	4
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	10	15	157	20	12	4
Percent Heavy Vehicles	10	10	10	10	10	10
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L	L	T	TR	L	T	TR
v (vph)	5	67	10	7	164	20	6	10
C (m) (vph)	1520	1556	714	657	1025	539	662	771
v/c	0.00	0.04	0.01	0.01	0.16	0.04	0.01	0.01
95% queue length	0.01	0.13	0.04	0.03	0.57	0.12	0.03	0.04
Control Delay	7.4	7.4	10.1	10.5	9.2	11.9	10.5	9.7
LOS	A	A	B	B	A	B	B	A
Approach Delay	--	--	9.3			11.1		
Approach LOS	--	--	A			B		

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Version 4.1

LOS A

WESTERN PLATEAU # 01056 REFERENCE # 13AMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *7/24/01*

TIME PERIOD: *AM*

N/S STREET: *RANCHO DOS VIENTOS/VIA LAS BRISAS* *FUTURE SCENARIO*

E/W STREET: *BORCHARD ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	9	14	142	18	11	4	5	4	8	61	18	18
(B) PROJECT	3	14	-13	-2	2	0	0	0	-2	-49	0	-1
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	LTR	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	9	12	0	3	0.006	0.01	0.00	0.00
NBT	1	1600	14	28	0	14	0.009	0.02	0.00	0.01
NBR	1	1600	142	129	0	-13	0.089 *	0.08 *	0.00	0.00
SBL	1	1600	18	16	0	-2	0.011 *	0.01 *	0.00	0.00
SBT	2	3200	11	13	0	2	0.005	0.01	0.00	0.00
SBR	0	0	4	4	0	0	-	-	-	-
EBL	0	0	5	5	0	0	-	-	-	-
EBT	1	1600	4	4	0	0	0.011 *	0.01 *	0.00	0.00
EBR	0	0	8	6	0	-2	-	-	-	-
WBL	1	1600	61	12	0	-49	0.038 *	0.01 *	0.00	0.00
WBT	1	1600	18	18	0	0	0.023	0.02	0.00	0.00
WBR	0	0	18	17	0	-1	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.15	0.11	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

SB LEG (RANCHO DOS VIENTOS DRIVE) CURRENTLY UNSTRIPED

09/08/01

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	14AM EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	A.M.

Site Information

Intersection	LYNN RD/RANCHO DOS VIENTOS DR
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: LYNN ROAD

North/South Street: RANCHO DOS VIENTOS DRIVE

Intersection Orientation: East-West

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	13	76	0	0	88	22
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	14	84	0	0	97	24
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	55	0	6
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	0	0	61	0	6
Percent Heavy Vehicles	4	0	0	4	0	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
v (vph)	14					61		6
C (m) (vph)	1454					756		939
v/c	0.01					0.08		0.01
95% queue length	0.03					0.26		0.02
Control Delay	7.5					10.2		8.9
LOS	A					B		A
Approach Delay	--	--				10.1		
Approach LOS	--	--				B		

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WESTERN PLATEAU # 01056 — REFERENCE # 14AMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *5/2/01*

TIME PERIOD: *AM*

N/S STREET: *RANCHO DOS VIENTOS*

E/W STREET: *LYNN ROAD*

CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	0	0	55	0	6	13	76	0	0	86	22
(B) PROJECT	0	0	0	-9	0	4	-5	19	0	0	-2	-46
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS		L R	LT	TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	55	46	0	-9	0.034	0.03	0.00	0.00
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1600	6	10	0	4	0.004	0.01	0.00	0.00
EBL	0	0	13	8	0	-5	-	-	-	-
EBT	1	1600	76	95	0	19	0.056	0.06	0.00	0.01
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	1	1600	86	86	0	-2	0.060	0.04	0.00	0.00
WBR	0	0	22	-24	0	-46	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.10	0.07	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

SB LEG (RANCHO DOS VIENTOS DRIVE) CURRENTLY UNSTRIPED

05/08/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 15AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *4/11/01*

TIME PERIOD: *AM*

N/S STREET: *REINO ROAD*

E/W STREET: *KIMBER DRIVE*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	21	257	70	43	155	77	115	97	40	54	31	86
(B) PROJECT	0	-5	0	-2	-1	-2	-2	0	0	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	L T TR	LL TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	21	21	0	0	0.01	0.01	0.00	0.00
NBT	2	3200	257	252	0	-5	0.10 *	0.10 *	0.00	0.00
NBR	0	0	70	70	0	0	-	-	-	-
SBL	1	1600	43	41	0	-2	0.03 *	0.03 *	0.00	0.00
SBT	2	3200	155	154	0	-1	0.07	0.07	0.00	0.00
SBR	0	0	77	75	0	-2	-	-	-	-
EBL	1	1600	115	113	0	-2	0.07 *	0.07 *	0.00	0.00
EBT	2	3200	97	97	0	0	0.04	0.04	0.00	0.00
EBR	0	0	40	40	0	0	-	-	-	-
WBL	2	3200	54	54	0	0	0.02	0.02	0.00	0.00
WBT	1	1600	31	31	0	0	0.08 *	0.08 *	0.00	0.00
WBR	0	0	86	86	0	0	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.28	0.28	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

02/09/01

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	16AM EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	A.M.

Site Information

Intersection	WEND DR/KIMBER DR
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: KIMBER DRIVE

North/South Street: WENDY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	351	0	59	0	0	0
%Thrus Left Lane	0			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	124	212	0	0	175	153
%Thrus Left Lane	50			0		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	TR			L	T	T	TR
PHF	0.90	0.90			0.90	0.90	0.90	0.90
Flow Rate	390	65			137	235	0	364
% Heavy Vehicles	4	4			4	4	4	4
No. Lanes	2		0		2		2	
Geometry Group	1				5		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0			1.0	0.0	0.0	0.0
Prop. Right-Turns	0.0	1.0			0.0	0.0	0.0	0.5
Prop. Heavy Vehicle	0.0	0.0			0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	6.20	6.20			6.20	6.20	6.20	6.20

Departure Headway and Service Time

hd, initial value	3.20	3.20			3.20	3.20	3.20	3.20
x, initial	0.35	0.06			0.12	0.21	0.00	0.32
hd, final value	6.20	6.20			6.20	6.20	6.20	6.20
x, final value	0.67	0.10			0.26	0.43	0.00	0.64
Move-up time, m	2.0				2.3		2.3	
Service Time	4.2	3.4	4.2	3.4	4.2	3.4	4.2	3.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	563	315			387	485	0	551
Delay	21.58	8.97			11.93	14.36	9.33	20.22
LOS	C	A			B	B	A	C
Approach: Delay	19.78				13.47		20.22	
LOS	C				B		C	
Intersection Delay	17.94							
Intersection LOS	C							

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REFERENCE # 16AMFUT

WESTERN PLATEAU # 01086
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *4/25/01*
TIME PERIOD: *AM*
N/S STREET: *WENDY DRIVE*
E/W STREET: *KIMBER DRIVE*
CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	124	423	0	0	175	153	351	0	59	0	0	0
(B) PROJECT	0	-4	0	0	-5	-2	-3	0	0	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	T TR	L LR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	124	124	0	0	0.075 *	0.08 *	0.00	0.00
NBT	2	3200	423	419	0	-4	0.132	0.13	0.00	0.00
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	1	1600	175	170	0	-5	0.109 *	0.11 *	0.00	0.00
SBR	1	1600	153	151	0	-2	0.096	0.09	0.00	0.00
EBL	0	0	351	348	0	-3	-	-	-	-
EBT	2	3200	0	0	0	0	0.128 *	0.13 *	0.00	0.00
EBR	0	0	59	59	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.32	0.31	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

08/09/01

WESTERN PLATEAU -NEWBURY PARK # 01056 REFERENCE # 17AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *4/20/00*

TIME PERIOD: *AM*

N/S STREET: *WENDY DRIVE*

E/W STREET: *BORCHARD ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	88	430	341	87	264	75	157	441	21	146	288	57
(B) PROJECT	-8	0	0	-8	0	-11	0	16	-5	0	-11	-2
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T R	SOUTH BOUND L T TR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1800	88	80	0	-8	0.043	0.04	0.00	0.00		
NBT	1	1800	430	430	0	0	0.269 *	0.27 *	0.00	0.00		
NBR	1	1800	341	341	0	0	0.213	0.21	0.00	0.00		
SBL	1	1800	87	79	0	-8	0.042 *	0.04 *	0.00	0.00		
SBT	2	3200	264	264	0	0	0.106	0.10	0.00	0.00		
SBR	0	0	75	64	0	-11	-	-	-	-		
EBL	1	1800	157	157	0	0	0.086	0.10	0.00	0.00		
EBT	2	3200	441	457	0	16	0.144 *	0.15 *	0.00	0.00		
EBR	0	0	21	16	0	-5	-	-	-	-		
WBL	1	1800	146	146	0	0	0.081 *	0.09 *	0.00	0.00		
WBT	2	3200	288	277	0	-11	0.108	0.10	0.00	0.00		
WBR	0	0	57	55	0	-2	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.55	0.55	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

02/08/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 18AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/15/00*

TIME PERIOD: *AM*

N/S STREET: *REINO ROAD*

E/W STREET: *BORCHARD ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	52	448	280	171	272	11	27	123	38	138	61	288
(B) PROJECT	1	0	0	0	0	-4	-4	8	-7	0	-26	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	52	53	0	1	0.033	0.03	0.00	0.00
NBT	2	3200	448	449	0	0	0.228 *	0.23 *	0.00	0.00
NBR	0	0	280	280	0	0	-	-	-	-
SBL	1	1600	171	171	0	0	0.107 *	0.11 *	0.00	0.00
SBT	2	3200	272	272	0	0	0.088	0.09	0.00	0.00
SBR	0	0	11	7	0	-4	-	-	-	-
EBL	1	1600	27	23	0	-4	0.017	0.01	0.00	0.00
EBT	2	3200	123	131	0	8	0.050 *	0.05 *	0.00	0.00
EBR	0	0	38	29	0	-7	-	-	-	-
WBL	1	1600	138	138	0	0	0.086 *	0.09 *	0.00	0.00
WBT	2	3200	61	35	0	-26	0.109	0.10	0.00	0.00
WBR	0	0	288	288	0	0	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.47	0.47	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

09/06/01

WESTERN PLATEAU -NEWBURY PARK # 01066

REFERENCE #19AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/7/2000*

TIME PERIOD: *AM*

N/S STREET: *BORCHARD RD*

E/W STREET: *MICHAEL DR.*

CONTROL TYPE: SIGNAL

EXISTING GEOMETRY BORCHARD RD/RTE 101 SB

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	30	857	216	140	339	126	206	57	20	239	92	214
(B) PROJECT	-2	21	-1	-3	3	0	0	0	-12	-8	0	-1

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	L TR	L T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2				
NBL	1	1600	30	28	0.02	0.02				
NBT	2	3200	857	878	0.34 *	0.34 *				
NBR	0	0	216	215	-	-				
SBL	1	1600	140	137	0.09 *	0.09 *				
SBT	2	3200	339	342	0.15	0.15				
SBR	0	0	126	126	-	-				
EBL	1	1600	206	206	0.13	0.13				
EBT	1	1600	57	57	0.05 *	0.04 *				
EBR	0	0	20	8	-	-				
WBL	1	1600	239	231	0.16 *	0.14 *				
WBT	1	1600	92	92	0.06	0.06				
WBR (a)	1	1600	214	213	0.13	0.13				
			INTERSECTION CAPACITY UTILIZATION:		0.62	0.61				
			LEVEL OF SERVICE:		B	B				

NOTES:

FIGURES REFLECT EXISTING GEOMETRY BORCHARD / RTE 101 SB

(a) WBR IS NOT CRITICAL DUE TO R.T.O.R.

08/09/01

WESTERN PLATEAU -NEWBURY PARK # 01050

REFERENCE # 20AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *5/01/01*

TIME PERIOD: *AM*

N/S STREET: *REINO ROAD*

E/W STREET: *OLD CONEJO ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	15	0	582	0	0	0	0	70	7	275	43	0
(B) PROJECT	0	0	0	0	0	0	0	0	0	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L R		T R	L T

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	15	15	0	0	0.009 *	0.01	0.00	0.00		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR (a)	1	1600	582	582	0	0	0.364	0.36	0.00	0.00		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	1	1600	70	70	0	0	0.044 *	0.04	0.00	0.00		
EBR (a)	1	1600	7	7	0	0	0.004	0.00	0.00	0.00		
WBL	1	1600	275	275	0	0	0.172 *	0.17	0.00	0.00		
WBT	1	1600	43	43	0	0	0.027	0.03	0.00	0.00		
WBR	0	0	0	0	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.23	0.00	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) FREE RIGHT TURN

06/08/01

WESTERN PLATEAU # 01056 REFERENCE # 22AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *4/05/01*

TIME PERIOD: *AM*

N/S STREET: *HILLCREST DRIVE*

E/W STREET: *CAMINO DOS RIOS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	72	20	5	0	0	18	16	821	196	7	157	10
(B) PROJECT	-2	0	0	0	0	0	0	-20	-16	0	-7	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL TR	L	L TT R	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	72	70	0	-2	0.023 *	0.02 *	0.00	0.00
NBT	1	1600	20	20	0	0	0.016	0.02	0.00	0.00
NBR	0	0	5	5	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1600	18	18	0	0	0.011	0.01	0.00	0.00
EBL	1	1600	16	16	0	0	0.012	0.01	0.00	0.00
EBT	2	3200	821	801	0	-20	0.257 *	0.25 *	0.00	0.00
EBR	1	1600	196	180	0	-16	0.123	0.11	0.00	0.00
WBL	1	1600	7	7	0	0	0.004 *	0.00 *	0.00	0.00
WBT	2	3200	157	150	0	-7	0.052	0.05	0.00	0.00
WBR	0	0	10	10	0	0	-	-	-	-
INTERSECTION CAPACITY UTILIZATION:							0.28	0.28	0.00	0.00
LEVEL OF SERVICE:							A	A	A	A

NOTES:

09/09/01

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	23. AFT
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	A.M.

Site Information

Intersection	LAWRENCE DR/TELLER RD
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: LAWRENCE DRIVE

North/South Street: TELLER ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	438	194	35	4	53	99
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	29	140	6	11	68	81
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		L	TR	L	TR
PHF	0.90	0.90	0.90		0.90	0.90	0.90	0.90
Flow Rate	486	253	172		32	161	12	165
% Heavy Vehicles	4	4	4		4	4	4	4
No. Lanes	2		1		2		2	
Geometry Group	5		4b		5		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0		1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.2	0.6		0.0	0.0	0.0	0.5
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.34	6.34	6.34		6.34	6.34	6.34	6.34

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20		3.20	3.20	3.20	3.20
x, initial	0.43	0.22	0.15		0.03	0.14	0.01	0.15
hd, final value	6.34	6.34	6.34		6.34	6.34	6.34	6.34
x, final value	0.86	0.43	0.31		0.07	0.33	0.03	0.33
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	4.0	3.7	4.0	3.7	4.0	3.7	4.0	3.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	564	503	422		282	411	262	415
Delay	42.44	13.21	12.01		10.83	13.66	10.53	13.20
LOS	E	B	B		B	B	B	B
Approach: Delay	32.43		12.01		13.19		13.02	
LOS	D		B		B		B	
Intersection Delay	24.11							
Intersection LOS	C							

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WESTERN PLATEAU # 01056

REFERENCE # 23AMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

TIME PERIOD: *AM*

N/S STREET: *LAWRENCE DRIVE*

E/W STREET: *TELLER ROAD*

CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	29	140	6	11	88	81	438	194	35	4	53	98
(B) PROJECT	-2	0	0	0	0	0	0	-17	-3	0	-5	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L TR	L TR	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1800	29	27	0	-2	0.016 *	0.02 *	0.00	0.00		
NBT	1	1800	140	140	0	0	0.081	0.09	0.00	0.00		
NBR	0	0	6	6	0	0	-	-	-	-		
SBL	1	1800	11	11	0	0	0.007	0.01	0.00	0.00		
SBT	1	1800	88	88	0	0	0.093 *	0.09 *	0.00	0.00		
SBR	0	0	81	81	0	0	-	-	-	-		
EBL	1	1800	438	438	0	0	0.274 *	0.27 *	0.00	0.00		
EBT	1	1800	194	177	0	-17	0.143	0.13	0.00	0.00		
EBR	0	0	35	32	0	-3	-	-	-	-		
WBL	0	0	4	4	0	0	-	-	-	-		
WBT	1	1800	53	48	0	-5	0.095 *	0.09 *	0.00	0.00		
WBR	0	0	98	98	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.48	0.48	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

08/09/01

WESTERN PLATEAU -NEWBURY PARK # 01050 REFERENCE # 24AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/30/00*

TIME PERIOD: *AM*

N/S STREET: *RANCHO CONEJO BLVD*

E/W STREET: *HILLCREST DRIVE*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	259	1482	207	65	221	6	11	82	130	229	215	194
(B) PROJECT	-1	1	0	0	3	0	0	-11	-6	0	-3	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L TT TR	L TT R	LL T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	258	258	0	-1	0.16	0.16	0.00	0.00
NBT	2	3200	1482	1483	0	1	0.46 *	0.46 *	0.00	0.00
NBR	1	1600	207	207	0	0	0.13	0.13	0.00	0.00
SBL	1	1600	65	65	0	0	0.04 *	0.04 *	0.00	0.00
SBT	3	4800	221	224	0	3	0.05	0.05	0.00	0.00
SBR	0	0	6	6	0	0	-	-	-	-
EBL	1	1600	11	11	0	0	0.01 *	0.01 *	0.00	0.00
EBT	2	3200	82	71	0	-11	0.03	0.02	0.00	0.00
EBR	1	1600	130	124	0	-6	0.08	0.08	0.00	0.00
WBL	2	3200	229	229	0	0	0.07	0.07	0.00	0.00
WBT	1	1600	215	212	0	-3	0.13 *	0.13 *	0.00	0.00
WBR	1	1600	194	194	0	0	0.12	0.12	0.00	0.00
			INTERSECTION CAPACITY UTILIZATION:				0.85	0.84	0.00	0.00
			LEVEL OF SERVICE:				B	B	A	A

NOTES:

09/30/01

WESTERN PLATEAU -NEWBURY PARK # 01056 REFERENCE # 25AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *5/31/00*

TIME PERIOD: *AM*

N/S STREET: *VENTU PARK ROAD*

E/W STREET: *HILLCREST DRIVE*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	279	729	48	148	225	8	54	155	346	80	375	549
(B) PROJECT	1	1	0	0	0	1	-2	-6	1	0	-1	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TT TR	LL TT R	L TT R	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	2	3200	279	280	0	1	0.09	0.09	0.00	0.00		
NBT	3	4800	729	730	0	1	0.16 *	0.16 *	0.00	0.00		
NBR	0	0	48	48	0	0	-	-	-	-		
SBL	2	3200	148	148	0	0	0.05 *	0.05 *	0.00	0.00		
SBT	2	3200	225	225	0	0	0.07	0.07	0.00	0.00		
SBR	1	1600	8	9	0	1	0.01	0.01	0.00	0.00		
EBL	1	1600	54	52	0	-2	0.03 *	0.03 *	0.00	0.00		
EBT	2	3200	155	149	0	-6	0.05	0.05	0.00	0.00		
EBR (a)	1	1600	208	208	0	1	0.13	0.13	0.00	0.00		
WBL	1	1600	80	80	0	0	0.05	0.05	0.00	0.00		
WBT	1	1600	375	374	0	-1	0.23	0.23	0.00	0.00		
WBR (b)	1	1600	423	423	0	0	0.26 *	0.26 *	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.51	0.51	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) 40% R.T.O.R. EXISTING

(b) 23% R.T.O.R. EXISTING

08/08/01

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	26AM_EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	A.M.

Site Information

Intersection	LAWRENCE DR/VENTU PARK RD
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: VENTU PARK ROAD
North/South Street: LAWRENCE DRIVE
Intersection Orientation: East-West
Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	13	145	0	0	1235	73
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	14	161	0	0	1372	81
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	270	0	46
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	0	0	300	0	51
Percent Heavy Vehicles	4	0	0	4	0	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (vph)	14					300		51
C (m) (vph)	460					118		177
v/c	0.03					2.54		0.29
95% queue length	0.09					95.70		1.19
Control Delay	13.1							33.5
LOS	B					F		D
Approach Delay	--	--						
Approach LOS	--	--				F		

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WESTERN PLATEAU # 01056

REFERENCE # 26AMPUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *4/24/01*

TIME PERIOD: *AM*

N/S STREET: *LAWRENCE DRIVE*

E/W STREET: *VENTU PARK ROAD*

CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	0	0	270	0	46	13	145	0	0	1235	73
(B) PROJECT	0	0	0	6	0	2	1	0	0	0	0	3
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS		L R	L T	T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	270	276	0	6	0.169 *	0.17 *	0.00	0.00
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1600	46	48	0	2	0.029	0.03	0.00	0.00
EBL	1	1600	13	14	0	1	0.008 *	0.01 *	0.00	0.00
EBT	1	1600	145	146	0	0	0.091	0.09	0.00	0.00
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	1	1600	1235	1235	0	0	0.772 *	0.77 *	0.00	0.00
WBR	1	1600	73	76	0	3	0.046	0.05	0.00	0.00
			INTERSECTION CAPACITY UTILIZATION:				0.95	0.95	0.00	0.00
			LEVEL OF SERVICE:				E	E	A	A

NOTES:

09/09/01

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	27AM_EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	A.M.

Site Information

Intersection	RANCHO CONEJO/LAWRENCE DR
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: LAWRENCE DRIVE
North/South Street: RANCHO CONEJO
Intersection Orientation: North-South
Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	275	702	245	8	238	17
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	305	780	272	8	264	18
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	74	16	9	36	38	90
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	82	17	10	40	42	100
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	R
v (vph)	305	8	82	17	10	40	42	100
C (m) (vph)	1263	646	9	56	491	72	46	875
v/c	0.24	0.01	9.11	0.30	0.02	0.56	0.91	0.11
95% queue length	0.95	0.04	39.61	1.23	0.06	3.14	7.00	0.39
Control Delay	8.8	10.6		96.7	12.5	113.3	372.1	9.6
LOS	A	B	F	F	B	F	F	A
Approach Delay	--	--				116.1		
Approach LOS	--	--		F			F	

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WESTERN PLATEAU # 01056 — REFERENCE # 27AMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *12/17/98*

TIME PERIOD: *AM*

N/S STREET: *RANCHO CONEJO BLVD*

E/W STREET: *LAWRENCE DRIVE*

CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	275	702	246	8	238	17	36	38	80	74	16	9
(B) PROJECT	0	-3	0	0	-3	0	0	0	0	3	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND L T R	WEST BOUND L T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	275	275	0	0	0.172	0.17	0.00	0.00
NBT	2	3200	702	699	0	-3	0.295 *	0.30 *	0.00	0.00
NBR	0	0	246	245	0	0	-	-	-	-
SBL	1	1600	8	8	0	0	0.005 *	0.01 *	0.00	0.00
SBT	2	3200	238	235	0	-3	0.080	0.08	0.00	0.00
SBR	0	0	17	17	0	0	-	-	-	-
EBL	1	1600	36	36	0	0	0.023	0.02	0.00	0.00
EBT	1	1600	39	39	0	0	0.024 *	0.02 *	0.00	0.00
EBR	1	1600	80	80	0	0	0.056	0.06	0.00	0.00
WBL	1	1600	74	77	0	3	0.046 *	0.05 *	0.00	0.00
WBT	1	1600	16	16	0	0	0.010	0.01	0.00	0.00
WBR	1	1600	9	9	0	0	0.006	0.01	0.00	0.00
						INTERSECTION CAPACITY UTILIZATION:	0.37	0.37	0.00	0.00
						LEVEL OF SERVICE:	A	A	A	A

NOTES:

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	28AM_EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	A.M.

Site Information

Intersection	VIA LAS BRISAS/CALLE DEL PRADO
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: CALLE DEL PRADO
North/South Street: VIA LAS BRISAS
Intersection Orientation: North-South
Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	87	28	4	31	0
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	96	31	4	34	0
Percent Heavy Vehicles	0	--	--	10	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	33	0	4	0	0	0
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	36	0	4	0	0	0
Percent Heavy Vehicles	10	10	10	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LTR				
v (vph)		4		40				
C (m) (vph)		1400		830				
v/c		0.00		0.05				
95% queue length		0.01		0.15				
Control Delay		7.6		9.6				
LOS		A		A				
Approach Delay	--	--	9.6					
Approach LOS	--	--	A					

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WESTERN PLATEAU # 01055 REFERENCE # 28AMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 7/25/01

TIME PERIOD: AM

N/S STREET: VIA LAS BRISAS

E/W STREET: CALLE DEL PRADO

CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	87	28	4	31	0	0	0	0	33	0	4
(B) PROJECT	-8	-60	11	0	-5	-10	-9	-1	-6	17	0	2
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	T TR	L TT		LR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	-8	0	-8	-	-	-	-
NBT	2	3200	87	27	0	-60	0.036 *	0.02 *	0.00	0.00
NBR	0	0	28	39	0	11	-	-	-	-
SBL	1	1600	4	4	0	0	0.003 *	0.00 *	0.00	0.00
SBT	2	3200	31	26	0	-5	0.010	0.01	0.00	0.00
SBR	0	0	0	-10	0	-10	-	-	-	-
EBL	0	0	0	-9	0	-9	-	-	-	-
EBT	0	0	0	-1	0	-1	-	-	-	-
EBR	0	0	0	-6	0	-6	-	-	-	-
WBL	0	0	33	50	0	17	-	-	-	-
WBT	1	1600	0	0	0	0	0.023 *	0.04 *	0.00	0.01
WBR	0	0	4	6	0	2	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.06	0.06	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

09/06/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 29AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *05/04/09*

TIME PERIOD: *AM*

N/S STREET: *VENTU PARK RD*

E/W STREET: *NEWBURY RD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	75	609	21	79	151	274	346	28	36	4	34	126
(B) PROJECT	0	5	0	0	1	0	0	0	0	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L TT R	LL T TR	L T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	75	75	0	0	0.047	0.05	0.00	0.00		
NBT	2	3200	609	614	0	5	0.186 *	0.17 *	0.00	0.00		
NBR	0	0	21	21	0	0	-	-	-	-		
SBL	1	1600	79	79	0	0	0.049 *	0.05 *	0.00	0.00		
SBT	2	3200	151	152	0	1	0.047	0.05	0.00	0.00		
SBR (a)	1	1600	110	110	0	0	0.069	0.07	0.00	0.00		
EBL	2	3200	346	346	0	0	0.108 *	0.11 *	0.00	0.00		
EBT	2	3200	28	28	0	0	0.020	0.02	0.00	0.00		
EBR	0	0	36	36	0	0	-	-	-	-		
WBL	1	1600	4	4	0	0	0.003	0.00	0.00	0.00		
WBT	1	1600	34	34	0	0	0.021 *	0.02 *	0.00	0.00		
WBR	1	1600	126	126	0	0	0.079	0.08	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.34	0.35	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) 60% R.T.O.R. EXISTING

05/09/01

WESTERN PLATEAU -NEWBURY PARK # 01056 — REFERENCE # 01PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *4/11/01*

TIME PERIOD: *PM*

N/S STREET: *WENDY DRIVE/CAMINO DOS RIOS*

E/W STREET: *RTE 101 NB ON/OFF*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	24	363	240	0	1024	9	30	19	198	851	43	235

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL T TR	TT TR	L RR	LL TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	2	3200	24	24	0	0	0.008	0.01	0.00	0.00		
NBT	2	3200	363	363	0	0	0.189	0.19	0.00	0.00		
NBR	0	0	240	240	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	3	4800	1024	1024	0	0	0.215 *	0.22	0.00	0.00		
SBR	0	0	9	9	0	0	-	-	-	-		
EBL	1	1600	30	30	0	0	0.019	0.02	0.00	0.00		
EBT	0	0	19	19	0	0	-	-	-	-		
EBR (a)	2	3200	174	198	0	0	0.054 *	0.06	0.00	0.00		
WBL	2	3200	851	851	0	0	0.266 *	0.27	0.00	0.00		
WBT	0	0	43	43	0	0	-	-	-	-		
WBR	1	1600	235	235	0	0	0.147	0.15	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.54	0.00	0.00	0.00		
			LEVEL OF SERVICE.				A	A	A	A		

NOTES:

(a) 12% R.T.O.R. existing

09/09/01

WESTERN PLATEAU # 01056

INTERSECTION CAPACITY UTILIZATION WORKSHEET

PHASE II SDA MODIFICATION

REFERENCE # 01PMFUT

COUNT DATE: *4/11/01*

TIME PERIOD: *PM*

PLANNED GEOMETRY

N/S STREET: *WENDY DRIVE*

E/W STREET: *RTE 101 NB ON/OFF-CAMINO DOS RIOS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	240	24	363	30	100	118	43	235	851	760	265	9
(B) PROJECT	2	-26	0	-7	-25	-8	-45	0	0	0	0	-9
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL T R	LT T R	LL T R	LL TT TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	2	3200	240	242	0	2	0.075 *	0.08 *	0.00	0.00		
NBT	1	1600	24	-2	0	-26	0.015	0.00	0.00	0.00		
NBR (a)	1	1600	363	363	0	0	0.227	0.23	0.00	0.00		
SBL	0	0	30	23	0	-7	-	-	-	-		
SBT	2	3200	100	75	0	-25	0.041 *	0.03 *	0.00	0.00		
SBR	1	1600	118	110	0	-8	0.074	0.07	0.00	0.00		
EBL	2	3200	43	-3	0	-46	0.013	0.00	0.00	0.00		
EBT	1	1600	235	235	0	0	0.147 *	0.15 *	0.00	0.00		
EBR (a)	1	1600	851	851	0	0	0.532	0.53	0.00	0.00		
WBL	2	3200	760	760	0	0	0.238 *	0.24 *	0.00	0.00		
WBT	3	4800	265	265	0	0	0.057	0.06	0.00	0.00		
WBR	0	0	9	0	0	-9	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.50	0.49	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) FREE RIGHT-TURN

09/08/01

WESTERN PLATEAU -NEWBURY PARK # 01056 REFERENCE # 02PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *12/16/08*

TIME PERIOD: *PM*

N/S STREET: *WENDY DRIVE*

E/W STREET: *RTE 101 SB ON/OFF RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	21	281	250	280	891	679	245	459	35	237	193	83
(B) PROJECT	0	-9	0	-19	5	0	0	0	0	4	0	-15
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T R	LL T R	L T TR	L T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	21	21	0	0	0.013 *	0.01 *	0.00	0.00
NBT	1	1600	281	272	0	-9	0.176	0.17	0.00	0.00
NBR (a)	1	1600	100	100	0	0	0.063	0.06	0.00	0.00
SBL	2	3200	280	261	0	-19	0.088	0.08	0.00	0.00
SBT	1	1600	891	896	0	5	0.432 *	0.44 *	0.00	0.00
SBR (b)	1	1600	679	679	0	0	0.424	0.42	0.00	0.00
EBL	1	1600	245	245	0	0	0.153	0.15	0.00	0.00
EBT	2	3200	459	459	0	0	0.164 *	0.15 *	0.00	0.00
EBR	0	0	35	35	0	0	-	-	-	-
WBL	1	1600	237	241	0	4	0.148 *	0.15 *	0.00	0.00
WBT	1	1600	193	193	0	0	0.121	0.12	0.00	0.00
WBR (b)	1	1600	83	68	0	-15	0.052	0.04	0.00	0.00
			INTERSECTION CAPACITY UTILIZATION:				0.75	0.75	0.00	0.00
			LEVEL OF SERVICE:				C	C	A	A

NOTES:

(a) 60% R.T.O.R. existing
(b) Free right turn

08/08/01

REFERENCE # 03PM

WESTERN PLATEAU -NEWBURY PARK # 01056
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *5/23/00*
TIME PERIOD: *PM*
N/S STREET: *RANCHO CONEJO*
E/W STREET: *RTE 101 NB ON/OFF*
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	115	311	0	36	1376	498	0	0	748	0	0	312
(B) PROJECT	0	-1	0	0	0	1	0	0	13	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TTT	TT TR	RR	RR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	115	115	0	0	0.07 *	0.07 *	0.00	0.00		
NBT	3	4800	311	310	0	-1	0.07	0.07	0.00	0.00		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	36	36	0	0	-	-	-	-		
SBT	3	4800	1376	1376	0	0	0.40 *	0.40 *	0.00	0.00		
SBR	0	0	498	499	0	1	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR (a)	2	3200	748	761	0	13	0.23 *	0.24 *	0.00	0.00		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR (b)	2	3200	312	312	0	0	0.10	0.10	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.70	0.71	0.00	0.00		
			LEVEL OF SERVICE:				B	C	A	A		

NOTES:

(a) 30% R.T.O.R. EXISTING
(b) 60% R.T.O.R. EXISTING

02/02/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 04PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/29/00*

TIME PERIOD: *PM*

N/S STREET: *BORCHARD RD*

E/W STREET: *RTE 101 SB ON/OFF*

CONTROL TYPE: SIGNAL

EXISTING GEOMETRY

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	339	505	985	1198	0	0	0	0	177	0	183

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	T R	LL TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	1	1600	339	339	0	0	0.21 *	0.21	0.00	0.00
NBR (a)	1	1600	505	505	0	0	0.32	0.32	0.00	0.00
SBL	2	3200	985	985	0	0	0.31 *	0.31	0.00	0.00
SBT	2	3200	1198	1198	0	0	0.37	0.37	0.00	0.00
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	1	1600	177	177	0	0	0.11 *	0.11	0.00	0.00
WBT	0	0	0	0	0	0	-	-	-	-
WBR (b)	1	1600	85	85	0	0	0.04	0.04	0.00	0.00
			INTERSECTION CAPACITY UTILIZATION:				0.53	0.00	0.00	0.00
			LEVEL OF SERVICE:				B	A	A	A

NOTES:

FIGURES REFLECT EXISTING GEOMETRY

(a) NB RIGHT-TURN NOT CRITICAL DUE TO R.T.O.R.

(b) 60% R.T.O.R. EXISTING

00/02/01

WESTERN PLATEAU # 01056

REFERENCE # 04PMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *FUTURE SCENARIO WITH IMPROVED INTERSECTION*

TIME PERIOD: *PM*

N/S STREET: *BORCHARD RD*

E/W STREET: *RTE 101 SB ON/OFF*

CONTROL TYPE: SIGNAL

PLANNED GEOMETRY

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	834	304	326	985	1198	163	133	80	320	0	197
(B) PROJECT	0	6	2	0	14	0	1	0	3	-2	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT TR	LL TT RR	LL T R	L RR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	3	4800	834	836	0	6	0.23 *	0.23 *	0.00	0.00		
NBR	0	0	253	254	0	2	-	-	-	-		
SBL	2	3200	326	326	0	0	0.10 *	0.10 *	0.00	0.00		
SBT	2	3200	985	986	0	14	0.31	0.31	0.00	0.00		
SBR (a)	2	3200	1198	1198	0	0	0.37	0.37	0.00	0.00		
EBL	2	3200	163	164	0	1	0.05	0.05	0.00	0.00		
EBT	1	1600	133	133	0	0	0.08 *	0.08 *	0.00	0.00		
EBR	1	1600	60	63	0	3	0.04	0.04	0.00	0.00		
WBL	1	1600	320	318	0	-2	0.20 *	0.20 *	0.00	0.00		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	2	3200	162	162	0	0	0.05	0.05	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.61	0.61	0.00	0.08		
			LEVEL OF SERVICE:				B	B	A	A		

NOTES:

FIGURES REFLECT PLANNED GEOMETRY

(a) *FREE RIGHT TURN*

09/09/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 05PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *12/9/1998*

TIME PERIOD: *PM*

N/S STREET: *VENTU PARK RD*

E/W STREET: *RTE 101 NB ON/OFF*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	365	105	0	978	230	0	0	0	632	0	490
(B) PROJECT	0	3	0	0	7	0	0	0	0	0	0	5
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	TT R		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	2	3200	365	371	0	3	0.12 *	0.12 *	0.00	0.00		
NBR	1	1600	105	105	0	0	0.07	0.07	0.00	0.00		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	978	985	0	7	0.31	0.31	0.00	0.00		
SBR	1	1600	230	230	0	0	0.14	0.14	0.00	0.00		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	3	1600	632	632	0	0	0.40 *	0.40 *	0.00	0.00		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	1	1600	490	495	0	5	0.31	0.31	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.51	0.51	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

09/09/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 08PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 8/25/1998

TIME PERIOD: [illegible]

N/S STREET: VENTU PARK RD

E/W STREET: RTE 101 SB ON/OFF

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	282	404	0	918	655	123	0	255	0	0	0
(B) PROJECT	0	2	0	0	4	3	1	0	0	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T R	TT R	L R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT (a)	1	1600	282	284	0	2	0.18	0.18	0.00	0.00		
NBR (a)	1	1600	404	404	0	0	0.25	0.25	0.00	0.00		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	918	922	0	4	0.29 *	0.29 *	0.00	0.00		
SBR (a)	1	1600	655	658	0	3	0.41	0.41	0.00	0.00		
EBL	1	1600	123	124	0	1	0.08	0.08	0.00	0.00		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	1	1600	255	255	0	0	0.16 *	0.16 *	0.00	0.00		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.45	0.45	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) FREE LANE

09/09/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 07PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 6/6/2000

TIME PERIOD: PM

N/S STREET: LYNN ROAD

E/W STREET: RTE 101 NB ON/OFF

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	28	1142	0	0	862	862	0	0	0	517	0	725
(B) PROJECT	0	0	0	0	10	-8	0	0	0	8	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TTT	T TR R		L LR R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	28	28	0	0	0.02 *	0.02 *	0.00	0.00
NBT	3	4800	1142	1142	0	0	0.24	0.24	0.00	0.00
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	862	872	0	10	0.28 *	0.28 *	0.00	0.00
SBR	0	0	862	873	0	-8	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	517	525	0	8	-	-	-	-
WBT	3	4800	0	0	0	0	0.24 *	0.24 *	0.00	0.00
WBR (a)	0	0	831	831	0	0	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.54	0.54	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

(a) *13% R.T.O.R. existing*

09/09/01

REFERENCE # 08PM

WESTERN PLATEAU -NEWBURY PARK # 01056
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: 6/13/00
TIME PERIOD: ~~AM~~ PM
N/S STREET: LYNN ROAD
E/W STREET: RTE 101 SB ON/OFF RAMPS
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	273	278	0	756	392	932	0	34	0	0	0
(B) PROJECT	0	5	5	0	21	0	-5	0	0	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	TT R	L LR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	2	3200	273	278	0	5	0.085	0.09	0.00	0.00		
NBR (a)	1	1600	278	283	0	5	0.174	0.18	0.00	0.00		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	756	777	0	21	0.236 *	0.24 *	0.00	0.01		
SBR (a)	1	1600	392	392	0	0	0.245	0.25	0.00	0.00		
EBL	0	0	932	927	0	-5	-	-	-	-		
EBT	2	3200	0	0	0	0	0.292 *	0.30 *	0.00	0.00		
EBR	0	0	34	34	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.54	0.54	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) Free right-turn lane.

09/06/01

WESTERN PLATEAU -NEWBURY PARK # 01056 REFERENCE # 09PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *4/7/09*

TIME PERIOD: *PM*

N/S STREET: *VENTU PARK RD*

E/W STREET: *LYNN ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	11	47	13	73	91	238	105	139	16	27	220	50
(B) PROJECT	-4	0	0	0	0	1	3	12	4	0	21	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LTR	L T R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	11	7	0	-4	-	-	-	-		
NBT	1	1600	47	47	0	0	0.044 *	0.04 *	0.00	0.00		
NBR	0	0	13	13	0	0	-	-	-	-		
SBL	1	1600	73	73	0	0	0.046 *	0.05 *	0.00	0.00		
SBT	1	1600	91	91	0	0	0.057	0.06	0.00	0.00		
SBR	1	1600	238	239	0	1	0.149	0.15	0.00	0.00		
EBL	2	3200	105	108	0	3	0.033 *	0.03 *	0.00	0.00		
EBT	2	3200	139	151	0	12	0.048	0.05	0.00	0.01		
EBR	0	0	16	20	0	4	-	-	-	-		
WBL	1	1600	27	27	0	0	0.017	0.02	0.00	0.00		
WBT	2	3200	220	241	0	21	0.064 *	0.08 *	0.00	0.01		
WBR	0	0	50	50	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.21	0.21	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) 20% R.T.O.R.

08/09/01

10 PM

ALL-WAY STOP LEVEL OF SERVICE WORKSHEET
Version 1.0, Michael Kyte, University of Idaho

PROJECT: Western Plateau Preservation Plan
N/S STREET: Wendy Drive
E/S STREET: Lynn Road
P.M. PEAK HOUR
CONDITION: EXISTING VOLUMES

VOLUMES / GEOMETRICS

	Eastbound	Westbound	Northbound	Southbound
Left-Turn Volume	88	39	6	26
Through Volume	191	169	79	63
Right-Turn Volume	7	24	42	83
Peak-Hour Factor	0.90	0.90	0.90	0.90
Number of Lanes	3	3	3	3

CAPACITIES / LEVELS OF SERVICE

	Eastbound	Westbound	Northbound	Southbound
Capacity, vph	912	835	598	616
Volume/Capacity Ratio	0.35	0.31	0.24	0.31
Delay, sec/veh	4	3	2	3
Level of Service	A	A	A	A
Range Check	Error	Error	Error	Error

OVERALL INTERSECTION

	Eastbound	Westbound	Northbound	Southbound
Total Approach Delays	1074	750	311	559

Total Delay	2695
Total Volume	817
Delay/Vehicle	3.3
Level of Service	A

WESTERN PLATEAU -NEWBURY PARK # 01056 REFERENCE # 10PMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/30/99*

TIME PERIOD: *PM* *FUTURE SCENARIO*

N/S STREET: *WENDY DRIVE*

E/W STREET: *LYNN ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	6	79	42	26	63	63	88	191	7	39	169	24
(B) PROJECT	-15	0	0	0	0	-15	-15	-22	-16	0	-6	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	6	-9	0	-15	0.004	0.00	0.00	0.00
NBT	2	3200	79	79	0	0	0.038 *	0.04 *	0.00	0.00
NBR	0	0	42	42	0	0	-	-	-	-
SBL	1	1600	26	26	0	0	0.016 *	0.02 *	0.00	0.00
SBT	2	3200	63	63	0	0	0.049	0.04	0.00	0.00
SBR	0	0	63	63	0	-15	-	-	-	-
EBL	1	1600	88	73	0	-15	0.055 *	0.05 *	0.00	0.00
EBT	2	3200	191	169	0	-22	0.062	0.05	0.00	0.00
EBR	0	0	7	-9	0	-16	-	-	-	-
WBL	1	1600	39	39	0	0	0.024	0.02	0.00	0.00
WBT	2	3200	169	163	0	-6	0.060 *	0.06 *	0.00	0.00
WBR	0	0	24	24	0	0	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.17	0.16	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

09/09/01

11PM

ALL-WAY STOP LEVEL OF SERVICE WORKSHEET
Version 1.0, Michael Kyte, University of Idaho

PROJECT: Western Plateau Preservation Plan
N/S STREET: Reino Road
E/S STREET: Lynn Road
P.M. PEAK HOUR
CONDITION: EXISTING VOLUMES

VOLUMES / GEOMETRICS

	Eastbound	Westbound	Northbound	Southbound
Left-Turn Volume	117	17	23	92
Through Volume	132	119	42	41
Right-Turn Volume	6	90	15	203
Peak-Hour Factor	0.90	0.90	0.90	0.90
Number of Lanes	3	3	3	3

CAPACITIES / LEVELS OF SERVICE

	Eastbound	Westbound	Northbound	Southbound
Capacity, vph	892	692	666	665
Volume/Capacity Ratio	0.32	0.36	0.13	0.56
Delay, sec/veh	3	4	2	8
Level of Service	A	A	A	B
Range Check	Error	Error	Error	Error

OVERALL INTERSECTION

	Eastbound	Westbound	Northbound	Southbound
Total Approach Delays	853	897	133	2841

Total Delay	4723
Total Volume	897
Delay/Vehicle	5.3
Level of Service	A

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 11PMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/9/2000*

TIME PERIOD: *PM*

FUTURE SCENARIO

N/S STREET: *REINO ROAD*

E/W STREET: *LYNN ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	23	42	15	92	41	203	117	132	6	17	119	90
(B) PROJECT	-13	0	0	0	0	-8	-7	-49	-13	0	-32	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L TR	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	23	10	0	-13	0.014 *	0.01 *	0.00	0.00		
NBT	1	1600	42	42	0	0	0.036	0.04	0.00	0.00		
NBR	0	0	15	15	0	0	-	-	-	-		
SBL	1	1600	92	92	0	0	0.058	0.06	0.00	0.00		
SBT	1	1600	41	41	0	0	0.153 *	0.16 *	0.00	0.00		
SBR	0	0	203	195	0	-8	-	-	-	-		
EBL	1	1600	117	110	0	-7	0.073 *	0.07 *	0.00	0.00		
EBT	2	3200	132	83	0	-49	0.043	0.02	0.00	0.00		
EBR	0	0	6	-7	0	-13	-	-	-	-		
WBL	1	1600	17	17	0	0	0.011	0.01	0.00	0.00		
WBT	2	3200	119	87	0	-32	0.055 *	0.06 *	0.00	0.00		
WBR	0	0	90	90	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.31	0.28	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

09/09/01

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	12PM EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	P.M.

Site Information

Intersection	LYNN RD/VIA LAS BRISAS
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: LYNN ROAD
North/South Street: VIA LAS BRISAS
Intersection Orientation: East-West
Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	18	164	0	8	200	121
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	20	182	0	8	222	134
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	76	0	17
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	0	0	84	0	18
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	1
Configuration		LTR		L	T	R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		L	T	R
v (vph)	20	8		0		84	0	18
C (m) (vph)	1185	1376		0		490	441	828
v/c	0.02	0.01				0.17	0.00	0.02
95% queue length	0.05	0.02				0.62	0.00	0.07
Control Delay	8.1	7.6				13.9	13.2	9.4
LOS	A	A		F		B	B	A
Approach Delay	--	--				13.1		
Approach LOS	--	--				B		

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WESTERN PLATEAU # 01056 — REFERENCE # 12PMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *4/25/01*

TIME PERIOD: *PM*

N/S STREET: *VIA LAS BRISAS*

E/W STREET: *LYNN ROAD*

CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	0	0	76	0	17	18	164	0	8	200	121
(B) PROJECT	0	0	0	-119	0	-20	-22	7	0	0	13	-99
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LTR	L T R	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	1	1600	0	0	0	0	0.000	0.00	0.00	0.00		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	1	1600	76	-43	0	-119	0.048 *	0.00 *	0.00	0.00		
SBT	1	1600	0	0	0	0	0.000	0.00	0.00	0.00		
SBR	1	1600	17	-3	0	-20	0.011	0.00	0.00	0.00		
EBL	1	1600	18	-4	0	-22	0.011 *	0.00 *	0.00	0.00		
EBT	2	3200	164	171	0	7	0.051	0.05	0.00	0.00		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	8	8	0	0	0.005	0.01	0.00	0.00		
WBT	2	3200	200	213	0	13	0.100 *	0.07 *	0.00	0.00		
WBR	0	0	121	22	0	-99	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.16	0.07	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

09/09/01

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	13PM EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	P.M.

Site Information

Intersection	BORCHARD RD/VIA LAS BRISAS
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: BORCHARD RD/VIA DE LA MESA

North/South Street: DOS VIENTOS/VIA LAS BRISAS

Intersection Orientation: East-West

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	7	8	111	10	12
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	7	8	123	11	13
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration	LTR			L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	3	8	74	27	9	2
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	3	8	82	30	10	2
Percent Heavy Vehicles	10	10	10	10	10	10
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	L	L	T	TR	L	T	TR
v (vph)	0	123	3	4	86	30	5	7
C (m) (vph)	1540	1552	606	565	1007	529	567	651
v/c	0.00	0.08	0.00	0.01	0.09	0.06	0.01	0.01
95% queue length	0.00	0.26	0.01	0.02	0.28	0.18	0.03	0.03
Control Delay	7.3	7.5	11.0	11.4	8.9	12.2	11.4	10.6
LOS	A	A	B	B	A	B	B	B
Approach Delay	--	--	9.1			11.8		
Approach LOS	--	--	A			B		

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LOS A

WESTERN PLATEAU # 01056 — REFERENCE # 13PMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *7/24/01*

TIME PERIOD: *PM*

N/S STREET: *RANCHO DOS VIENTOS/VIA LAS BRISAS* — *FUTURE SCENARIO*

E/W STREET: *BORCHARD ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	3	8	74	27	9	2	0	7	9	111	10	12
(B) PROJECT	-5	-28	-128	5	-37	0	0	0	-10	-100	0	10
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	LTR	L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	3	-5	0	-8	0.002	0.00	0.00	0.00
NBT	1	1600	8	-20	0	-28	0.005	0.00	0.00	0.00
NBR	1	1600	74	-54	0	-128	0.046 *	0.00 *	0.00	0.00
SBL	1	1600	27	32	0	5	0.017 *	0.02 *	0.00	0.00
SBT	2	3200	9	-28	0	-37	0.003	0.00	0.00	0.00
SBR	0	0	2	2	0	0	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	1	1600	7	7	0	0	0.006 *	0.00 *	0.00	0.00
EBR	0	0	9	-2	0	-10	-	-	-	-
WBL	1	1600	111	2	0	-100	0.069 *	0.00 *	0.00	0.00
WBT	1	1600	10	10	0	0	0.014	0.02	0.00	0.01
WBR	0	0	12	22	0	10	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.14	0.02	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

SB LEG (RANCHO DOS VIENTOS DRIVE) CURRENTLY UNSTRIPED

09/06/01

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	14PM EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	P.M.

Site Information

Intersection	LYNN RD/RANCHO DOS VIENTOS DR
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: LYNN ROAD

North/South Street: RANCHO DOS VIENTOS DRIVE

Intersection Orientation: East-West

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	90	0	0	97	33
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	100	0	0	107	36
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	12	0	11
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	0	0	13	0	12
Percent Heavy Vehicles	4	0	0	4	0	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					L		R
v (vph)	0					13		12
C (m) (vph)	1427					759		920
v/c	0.00					0.02		0.01
95% queue length	0.00					0.05		0.04
Control Delay	7.5					9.8		9.0
LOS	A					A		A
Approach Delay	--	--				9.4		
Approach LOS	--	--				A		

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Version 4.1

AWD 9.4 LOS A

WESTERN PLATEAU # 01056

REFERENCE # 14PMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *5/1/01*

TIME PERIOD: *PM*

N/S STREET: *RANCHO DOS VIENTOS*

E/W STREET: *LYNN ROAD*

CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	0	0	12	0	11	0	99	0	0	97	33
(B) PROJECT	0	0	0	-119	0	-20	-22	7	0	0	13	-99
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS		L R	LT	TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1800	12	-107	0	-119	0.009 *	0.00 *	0.00	0.00
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1800	11	-9	0	-20	0.007	0.00	0.00	0.00
EBL	0	0	0	-22	0	-22	-	-	-	-
EBT	1	1800	99	97	0	7	0.056	0.05	0.00	0.00
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	1	1800	97	110	0	13	0.061 *	0.06 *	0.00	0.00
WBR	0	0	33	-66	0	-99	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.06	0.03	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

SB LEG (RANCHO DOS VIENTOS DRIVE) CURRENTLY UNSTRIPED

08/09/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 15PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *1/12/99*

TIME PERIOD: *AM*

N/S STREET: *REINO ROAD*

E/W STREET: *KIMBER DRIVE*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	37	187	82	75	226	89	47	55	31	71	88	48
(B) PROJECT	0	-4	0	-9	-4	-9	-10	0	0	0	0	-9
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	L T TR	LL TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1800	37	37	0	0	0.02	0.02	0.00	0.00		
NBT	2	3200	187	183	0	-4	0.06 *	0.06 *	0.00	0.00		
NBR	0	0	82	82	0	0	-	-	-	-		
SBL	1	1800	75	66	0	-9	0.05 *	0.04 *	0.00	0.00		
SBT	2	3200	226	222	0	-4	0.10	0.09	0.00	0.00		
SBR	0	0	89	80	0	-9	-	-	-	-		
EBL	1	1800	47	37	0	-10	0.03 *	0.02 *	0.00	0.00		
EBT	2	3200	55	55	0	0	0.02	0.03	0.00	0.00		
EBR	0	0	31	31	0	0	-	-	-	-		
WBL	2	3200	71	71	0	0	0.02	0.02	0.00	0.00		
WBT	1	1800	88	88	0	0	0.07 *	0.07 *	0.00	0.00		
WBR	0	0	48	39	0	-9	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.23	0.21	0.00	0.00		
			LEVEL OF SERVICE				A	A	A	A		

NOTES:

09/08/01

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	16PM_EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	P.M.

Site Information

Intersection	WEND DR/KIMBER DR
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: KIMBER DRIVE

North/South Street: WENDY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	219	0	71	0	0	0
%Thrus Left Lane	0			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	54	120	0	0	321	293
%Thrus Left Lane	50			0		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	TR			L	T	T	TR
PHF	0.90	0.90			0.90	0.90	0.90	0.90
Flow Rate	243	78			60	133	0	681
% Heavy Vehicles	4	4			4	4	4	4
No. Lanes	2		0		2		2	
Geometry Group	1				5		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0			1.0	0.0	0.0	0.0
Prop. Right-Turns	0.0	1.0			0.0	0.0	0.0	0.5
Prop. Heavy Vehicle	0.0	0.0			0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	6.40	6.40			6.40	6.40	6.40	6.40

Departure Headway and Service Time

hd, initial value	3.20	3.20			3.20	3.20	3.20	3.20
x, initial	0.22	0.07			0.05	0.12	0.00	0.61
hd, final value	6.40	6.40			6.40	6.40	6.40	6.40
x, final value	0.43	0.12			0.11	0.24	0.00	1.06
Move-up time, m	2.0				2.3		2.3	
Service Time	4.4	3.6	4.4	3.6	4.4	3.6	4.4	3.6

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	493	328			310	383	0	681
Delay	14.25	9.37			10.17	11.14	8.58	175.14
LOS	B	A			B	B	A	F
Approach: Delay	13.06				10.84		175.14	
LOS	B				B		F	
Intersection Delay	105.07							
Intersection LOS	F							

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WESTERN PLATEAU # 01056

REFERENCE # 16PMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *8/8/01*

TIME PERIOD: *PM*

N/S STREET: *WENDY DRIVE*

E/W STREET: *KIMBER DRIVE*

CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	54	239	0	0	321	293	219	0	71	0	0	0
(B) PROJECT	0	-9	0	0	-8	-5	-5	0	0	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT	T TR	L LR	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1800	54	54	0	0	0.034 *	0.03 *	0.00	0.00
NBT	2	3200	239	230	0	-9	0.075	0.07	0.00	0.00
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	1	1800	321	313	0	-8	0.201 *	0.20 *	0.00	0.00
SBR	1	1800	293	288	0	-5	0.163	0.16	0.00	0.00
EBL	0	0	219	214	0	-5	-	-	-	-
EBT	2	3200	0	0	0	0	0.091 *	0.09 *	0.00	0.00
EBR	0	0	71	71	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.33	0.32	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

08/08/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 17PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *5/31/00*

TIME PERIOD: *PM*

N/S STREET: *WENDY DRIVE*

E/W STREET: *BORCHARD ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	25	284	229	70	461	124	83	232	23	286	309	103
(B) PROJECT	-19	2	0	-4	0	-16	-18	-19	-17	0	-11	-7
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T R	SOUTH BOUND L T TR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	25	6	0	-19	0.02	0.00	0.00	0.00
NBT	1	1600	284	286	0	2	0.18 *	0.18 *	0.00	0.00
NBR	1	1600	229	229	0	0	0.14	0.14	0.00	0.00
SBL	1	1600	70	66	0	-4	0.04 *	0.04 *	0.00	0.00
SBT	2	3200	461	461	0	0	0.18	0.18	0.00	0.00
SBR	0	0	124	108	0	-16	-	-	-	-
EBL	1	1600	83	65	0	-18	0.05	0.04	0.00	0.00
EBT	2	3200	232	213	0	-19	0.06 *	0.07 *	0.00	0.00
EBR	0	0	23	6	0	-17	-	-	-	-
WBL	1	1600	286	286	0	0	0.18 *	0.18 *	0.00	0.00
WBT	2	3200	309	298	0	-11	0.13	0.12	0.00	0.00
WBR	0	0	103	96	0	-7	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.48	0.47	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

09/02/01

REFERENCE # 18PM

WESTERN PLATEAU -NEWBURY PARK # 01056
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: *2/24/98*
TIME PERIOD: *PM*
N/S STREET: *REIND ROAD*
E/W STREET: *BORCHARD ROAD*
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	39	173	85	136	292	21	6	89	25	174	202	113
(B) PROJECT	-28	0	0	0	0	-13	-9	-54	-25	0	-35	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1800	39	11	0	-28	0.024	0.01	0.00	0.00		
NBT	2	3200	173	173	0	0	0.081 *	0.06 *	0.00	0.00		
NBR	0	0	85	85	0	0	-	-	-	-		
SBL	1	1800	136	136	0	0	0.085 *	0.09 *	0.00	0.00		
SBT	2	3200	292	292	0	0	0.095	0.09	0.00	0.00		
SBR	0	0	21	8	0	-13	-	-	-	-		
EBL	1	1800	6	-3	0	-9	0.004	0.00	0.00	0.00		
EBT	2	3200	89	5	0	-54	0.028 *	0.00 *	0.00	0.00		
EBR	0	0	25	0	0	-25	-	-	-	-		
WBL	1	1800	174	174	0	0	0.109 *	0.11 *	0.00	0.00		
WBT	2	3200	202	167	0	-35	0.098	0.09	0.00	0.00		
WBR	0	0	113	113	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.30	0.28	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

09/08/01

WESTERN PLATEAU -NEWBURY PARK # 01056 REFERENCE #19PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *11/7/2000*

TIME PERIOD: *PM*

N/S STREET: *BORCHARD RD*

E/W STREET: *MICHAEL DR.*

CONTROL TYPE: SIGNAL

EXISTING GEOMETRY BORCHARD RD/RTE 101 SB

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	28	379	303	386	739	116	186	94	17	355	108	210
(B) PROJECT	-13	8	-17	2	20	0	0	0	-13	-17	0	-3

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	L TR	L T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	1	1600	28	15	0.02	0.01
NBT	2	3200	379	388	0.21 *	0.21 *
NBR	0	0	303	286	-	-
SBL	1	1600	386	388	0.24 *	0.24 *
SBT	2	3200	739	759	0.27	0.27
SBR	0	0	116	116	-	-
EBL	1	1600	186	186	0.12	0.12
EBT	1	1600	94	94	0.07 *	0.06 *
EBR	0	0	17	4	-	-
WBL	1	1600	355	338	0.22 *	0.21 *
WBT	1	1600	108	108	0.07	0.07
WBR (a)	1	1600	210	207	0.13	0.13
			INTERSECTION CAPACITY UTILIZATION:		0.74	0.73
			LEVEL OF SERVICE:		C	C

NOTES:

FIGURES REFLECT EXISTING GEOMETRY BORCHARD / RTE 101 SB

(a) WBR IS NOT CRITICAL DUE TO R.T.O.R.

09/02/01

WESTERN PLATEAU -NEWBURY PARK # 01056

REFERENCE # 20PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *5/02/01*

TIME PERIOD: *PM*

N/S STREET: *REINO ROAD*

E/W STREET: *OLD CONEJO ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	37	0	270	0	0	0	0	77	39	813	87	0
(B) PROJECT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L R		T R	L T

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	37	37	0	0	0.023 *	0.02	0.00	0.00		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR (a)	1	1600	270	270	0	0	0.169	0.17	0.00	0.00		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	1	1600	77	77	0	0	0.048 *	0.05	0.00	0.00		
EBR (a)	1	1600	39	39	0	0	0.024	0.02	0.00	0.00		
WBL	1	1600	813	813	0	0	0.383 *	0.38	0.00	0.00		
WBT	1	1600	87	87	0	0	0.054	0.05	0.00	0.00		
WBR	0	0	0	0	0	0	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.45	0.00	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) FREE RIGHT TURN

02/09/01

WESTERN PLATEAU # 01056 — REFERENCE # 22PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *4/04/01*

TIME PERIOD: *PM*

N/S STREET: *HILLCREST DRIVE*

E/W STREET: *CAMINO DOS RIOS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	135	88	6	0	0	119	46	199	209	11	640	35
(B) PROJECT	-9	0	0	0	0	0	0	-12	-8	0	-21	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL TR	L	L TT R	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	135	126	0	-9	0.042	0.04	0.00	0.00
NBT	1	1600	88	88	0	0	0.045 *	0.05 *	0.00	0.00
NBR	0	0	6	6	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1600	119	119	0	0	0.074	0.07	0.00	0.00
EBL	1	1600	46	46	0	0	0.030 *	0.03 *	0.00	0.00
EBT	2	3200	199	187	0	-12	0.062	0.06	0.00	0.00
EBR	1	1600	209	201	0	-8	0.131	0.13	0.00	0.00
WBL	1	1600	11	11	0	0	0.007	0.01	0.00	0.00
WBT	2	3200	640	619	0	-21	0.211 *	0.20 *	0.00	0.00
WBR	0	0	35	35	0	0	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.29	0.28	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

02/09/01

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	23PM_EX	Intersection	LAWRENCE DR/TELLER RD
Agency/Co.	ATE	Jurisdiction	EXISTING VOLUMES
Date Performed	7/31/2001	Analysis Year	2001
Analysis Time Period	P.M.	Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: LAWRENCE DRIVE | North/South Street: TELLER ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	92	68	63	10	159	32
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	28	44	9	24	306	358
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		L	TR	L	TR
PHF	0.90	0.90	0.90		0.90	0.90	0.90	0.90
Flow Rate	102	145	222		31	58	26	737
% Heavy Vehicles	4	4	4		4	4	4	4
No. Lanes	2		1		2		2	
Geometry Group	5		4b		5		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0		1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.5	0.2		0.0	0.2	0.0	0.5
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.44	7.44	7.44		7.44	7.44	7.44	7.44

Departure Headway and Service Time

hd, initial value	3.20	3.20	3.20		3.20	3.20	3.20	3.20
x, initial	0.09	0.13	0.20		0.03	0.05	0.02	0.66
hd, final value	7.44	7.44	7.44		7.44	7.44	7.44	7.44
x, final value	0.21	0.28	0.44		0.06	0.12	0.05	1.23
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	5.1	4.7	5.1	4.7	5.1	4.7	5.1	4.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	352	395	472		281	308	276	737
Delay	12.13	12.35	15.26		10.73	10.84	9.56	451.73
LOS	B	B	C		B	B	A	F
Approach: Delay	12.26		15.26		10.80		436.66	
LOS	B		C		B		F	
Intersection Delay	257.80							
Intersection LOS	F							

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WESTERN PLATEAU # 01056 — REFERENCE # 23PMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

TIME PERIOD: *PM*

N/S STREET: *LAWRENCE DRIVE* — *FUTURE SCENARIO*

E/W STREET: *TELLER ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	28	44	9	24	306	358	92	68	63	10	159	32
(B) PROJECT	-6	0	0	0	0	0	0	-10	-3	0	-15	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L TR	L TR	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1800	28	22	0	-6	0.018 *	0.01 *	0.00	0.00
NBT	1	1800	44	44	0	0	0.033	0.03	0.00	0.00
NBR	0	0	9	9	0	0	-	-	-	-
SBL	1	1800	24	24	0	0	0.015	0.02	0.00	0.00
SBT	1	1800	306	306	0	0	0.415 *	0.42 *	0.00	0.00
SBR	0	0	358	358	0	0	-	-	-	-
EBL	1	1800	92	92	0	0	0.058 *	0.06 *	0.00	0.00
EBT	1	1800	68	58	0	-10	0.082	0.07	0.00	0.00
EBR	0	0	63	60	0	-3	-	-	-	-
WBL	0	0	10	10	0	0	-	-	-	-
WBT	1	1600	159	144	0	-15	0.126 *	0.12 *	0.00	0.00
WBR	0	0	32	32	0	0	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.62	0.60	0.00	0.00
			LEVEL OF SERVICE:				B	A	A	A

NOTES:

09/09/01

WESTERN PLATEAU -NEWBURY PARK # 01056 REFERENCE # 24PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *6/14/00*

TIME PERIOD: *PM*

N/S STREET: *RANCHO CONEJO BLVD*

E/W STREET: *HILLCREST DRIVE*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	184	280	175	172	1106	27	8	353	500	275	180	39
(B) PROJECT	-4	1	1	0	4	0	0	-7	-3	2	-9	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L TT TR	L TT R	LL T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	184	180	0	-4	0.12 *	0.12 *	0.00	0.00		
NBT	2	3200	280	281	0	1	0.08	0.08	0.00	0.00		
NBR	1	1600	175	176	0	1	0.11	0.11	0.00	0.00		
SBL	1	1600	172	172	0	0	0.11	0.11	0.00	0.00		
SBT	3	4800	1106	1110	0	4	0.24 *	0.24 *	0.00	0.00		
SBR	0	0	27	27	0	0	-	-	-	-		
EBL	1	1600	8	8	0	0	0.01	0.01	0.00	0.00		
EBT	2	3200	353	346	0	-7	0.11 *	0.11 *	0.00	0.00		
EBR (a)	1	1600	305	303	0	-3	0.19	0.19	0.00	0.00		
WBL	2	3200	276	277	0	2	0.09 *	0.09 *	0.00	0.00		
WBT	1	1600	180	171	0	-9	0.11	0.11	0.00	0.00		
WBR	1	1600	39	39	0	0	0.02	0.02	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.65	0.65	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) 39% R.T.O.R. EXISTING

08/09/01

WESTERN PLATEAU -NEWBURY PARK # 0105E

REFERENCE # 25PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *6/10/98*

TIME PERIOD: *PM*

N/S STREET: *VENTU PARK ROAD*

E/W STREET: *HILLCREST DRIVE*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	285	185	56	387	466	25	37	462	343	141	466	25
(B) PROJECT	3	7	0	1	2	1	1	-3	3	0	-3	2
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND LL TT TR	SOUTH BOUND LL TT R	EAST BOUND L TT R	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	2	3200	285	288	0	3	0.09 *	0.09 *	0.00	0.00		
NBT	3	4800	185	192	0	7	0.05	0.05	0.00	0.00		
NBR	0	0	56	56	0	0	-	-	-	-		
SBL	2	3200	387	388	0	1	0.12	0.12	0.00	0.00		
SBT	2	3200	466	470	0	2	0.15 *	0.15 *	0.00	0.00		
SBR	1	1600	25	26	0	1	0.02	0.02	0.00	0.00		
EBL	1	1600	37	38	0	1	0.02	0.02	0.00	0.00		
EBT	2	3200	462	459	0	-3	0.14 *	0.14 *	0.00	0.00		
EBR (a)	1	1600	206	209	0	3	0.13	0.13	0.00	0.00		
WBL	1	1600	141	141	0	0	0.09 *	0.09 *	0.00	0.00		
WBT	2	3200	466	465	0	-3	0.15	0.15	0.00	0.00		
WBR (b)	0	0	0	0	0	2	-	-	-	-		
			INTERSECTION CAPACITY UTILIZATION:				0.47	0.47	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) 40% R.T.O.R. EXISTING

(b) 100% R.T.O.R. EXISTING

08/09/01

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	26PM_EX	Intersection	LAWRENCE DR/VENTU PARK RD
Agency/Co.	ATE	Jurisdiction	EXISTING VOLUMES
Date Performed	7/30/2001	Analysis Year	2001
Analysis Time Period	P.M.	Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: VENTU PARK ROAD	North/South Street: LAWRENCE DRIVE
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	37	1049	0	0	182	216
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	41	1165	0	0	202	240
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	108	0	7
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.88
Hourly Flow Rate, HFR	0	0	0	120	0	8
Percent Heavy Vehicles	4	0	0	4	0	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (vph)	41					120		8
C (m) (vph)	1107					138		834
v/c	0.04					0.87		0.01
95% queue length	0.12					9.65		0.03
Control Delay	8.4					147.4		9.4
LOS	A					F		A
Approach Delay	--	--				138.8		
Approach LOS	--	--				F		

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WESTERN PLATEAU # 01055 — REFERENCE # 26PMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *4/24/01*

TIME PERIOD: *PM*

N/S STREET: *LAWRENCE DRIVE*

E/W STREET: *VENTU PARK ROAD*

CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	0	0	108	0	7	37	1049	0	0	182	216
(B) PROJECT	0	0	0	5	0	1	1	0	0	0	0	11
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		L R	L T	T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	1	1600	108	113	0	5	0.068 *	0.07 *	0.00	0.00		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR	1	1600	7	0	0	1	0.004	0.01	0.00	0.00		
EBL	1	1600	37	38	0	1	0.023	0.02	0.00	0.00		
EBT	1	1600	1049	1049	0	0	0.656 *	0.66 *	0.00	0.00		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	1	1600	182	182	0	0	0.114	0.11	0.00	0.00		
WBR	1	1600	216	227	0	11	0.135	0.14	0.00	0.01		
			INTERSECTION CAPACITY UTILIZATION:				0.72	0.73	0.00	0.00		
			LEVEL OF SERVICE:				C	C	A	A		

NOTES:

08/06/01

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	27PM_EX	Intersection	RANCHO CONEJO/LAWRENCE DR
Agency/Co.	ATE	Jurisdiction	EXISTING VOLUMES
Date Performed	7/30/2001	Analysis Year	2001
Analysis Time Period	P.M.	Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: LAWRENCE DRIVE	North/South Street: RANCHO CONEJO
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	67	70	15	0	152	31
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	74	77	16	0	168	34
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	15	2	0	22	3	44
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	16	2	0	24	3	48
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L	T	R	L	T	R
v (vph)	74	0	16	2	0	24	3	48
C (m) (vph)	1353	1485	547	481	1007	530	487	928
v/c	0.05	0.00	0.03	0.00	0.00	0.05	0.01	0.05
95% queue length	0.17	0.00	0.09	0.01	0.00	0.14	0.02	0.16
Control Delay	7.8	7.4	11.8	12.5	8.6	12.1	12.4	9.1
LOS	A	A	B	B	A	B	B	A
Approach Delay	--	--	11.9			10.2		
Approach LOS	--	--	B			B		

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WESTERN PLATEAU # 01056 — REFERENCE # 27PMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *12/10/98*

TIME PERIOD: *PM*

N/S STREET: *RANCHO CONEJO BLVD*

E/W STREET: *LAWRENCE DRIVE*

CONTROL TYPE: SIGNAL

FUTURE SCENARIO

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	87	70	15	0	152	31	22	3	44	15	2	0
(B) PROJECT	0	-11	0	0	-6	0	0	0	0	1	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	L T R	L T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	87	87	0	0	0.042 *	0.04 *	0.00	0.00
NBT	2	3200	70	59	0	-11	0.027	0.02	0.00	0.00
NBR	0	0	15	15	0	0	-	-	-	-
SBL	1	1600	0	0	0	0	0.000	0.00	0.00	0.00
SBT	2	3200	152	146	0	-6	0.057 *	0.06 *	0.00	0.00
SBR	0	0	31	31	0	0	-	-	-	-
EBL	1	1600	22	22	0	0	0.014 *	0.01 *	0.00	0.00
EBT	1	1600	3	3	0	0	0.002	0.00	0.00	0.00
EBR	1	1600	44	44	0	0	0.028	0.03	0.00	0.00
WBL	1	1600	15	16	0	1	0.009	0.01	0.00	0.00
WBT	1	1600	2	2	0	0	0.001 *	0.00 *	0.00	0.00
WBR	1	1600	0	0	0	0	0.000	0.00	0.00	0.00
			INTERSECTION CAPACITY UTILIZATION:				0.11	0.11	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

09/09/01

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	28PM EX
Agency/Co.	ATE
Date Performed	7/30/2001
Analysis Time Period	P.M.

Site Information

Intersection	VIA LAS BRISAS/CALLE DEL PRADO
Jurisdiction	EXISTING VOLUMES
Analysis Year	2001
Project ID	WESTERN PLATEAU THOUSAND OAKS # 01056

East/West Street: CALLE DEL PRADO | North/South Street: VIA LAS BRISAS

Intersection Orientation: North-South | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	39	26	3	58	0
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	43	28	3	64	0
Percent Heavy Vehicles	0	--	--	10	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	23	0	1	0	0	0
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	25	0	1	0	0	0
Percent Heavy Vehicles	10	10	10	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LTR				
v (vph)		3		26				
C (m) (vph)		1471		873				
v/c		0.00		0.03				
95% queue length		0.01		0.09				
Control Delay		7.5		9.3				
LOS		A		A				
Approach Delay	--	--	9.3					
Approach LOS	--	--	A					

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WESTERN PLATEAU # 01056 REFERENCE # 28PMFUT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *7/25/01*

TIME PERIOD: *PM*

N/S STREET: *VIA LAS BRISAS* *FUTURE SCENARIO*

E/W STREET: *CALLE DEL PRADO*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	39	26	3	56	0	0	0	0	23	0	1
(B) PROJECT	-6	-149	4	0	-157	-8	-10	-2	-7	5	0	2
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	T TR	L TT		LR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	-6	0	-6	-	-	-	-
NBT	2	3200	39	-110	0	-149	0.020 *	0.00 *	0.00	0.00
NBR	0	0	26	30	0	4	-	-	-	-
SBL	1	1600	3	3	0	0	0.002 *	0.00 *	0.00	0.00
SBT	2	3200	56	-99	0	-157	0.018	0.00	0.00	0.00
SBR	0	0	0	-8	0	-8	-	-	-	-
EBL	0	0	0	-10	0	-10	-	-	-	-
EBT	0	0	0	-2	0	-2	-	-	-	-
EBR	0	0	0	-7	0	-7	-	-	-	-
WBL	0	0	23	28	0	5	-	-	-	-
WBT	1	1600	0	0	0	0	0.015 *	0.02 *	0.00	0.00
WBR	0	0	1	3	0	2	-	-	-	-
			INTERSECTION CAPACITY UTILIZATION:				0.04	0.02	0.00	0.00
			LEVEL OF SERVICE:				A	A	A	A

NOTES:

09/06/01

WESTERN PLATEAU -NEWBURY PARK # 01056 REFERENCE # 29PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *02/20/01*

TIME PERIOD: *PM*

N/S STREET: *VENTU PARK RD*

E/W STREET: *NEWBURY RD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	74	216	10	163	539	554	381	84	140	13	48	81
(B) PROJECT	0	2	0	0	5	0	0	0	0	0	0	0
(C) BUILDOUT	0	0	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L TT R	LL T TR	L T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: BUILDOUT (C)
SCENARIO 4: BUILDOUT+PROJECT (B+C)

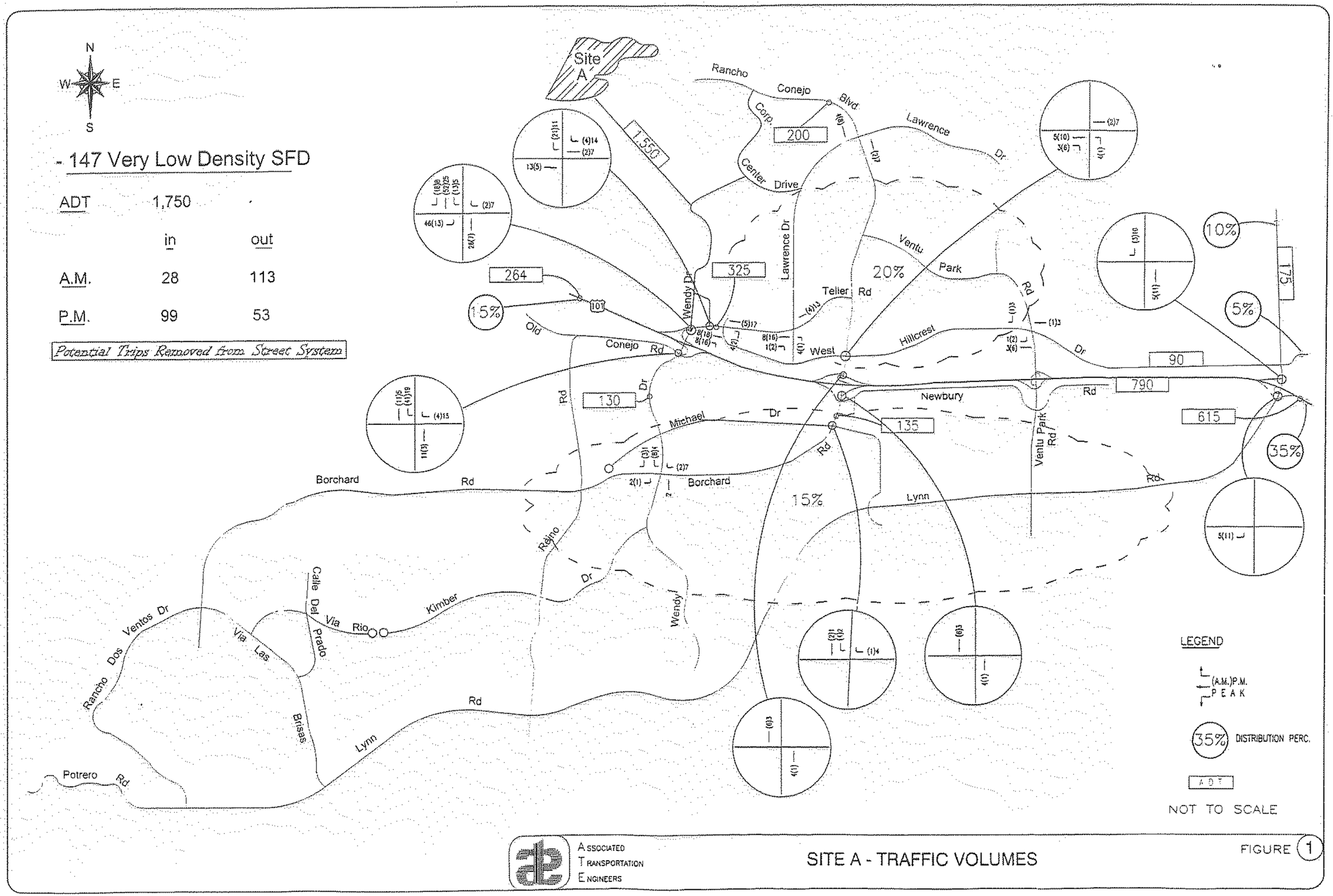
LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	74	74	0	0	0.05 *	0.05 *	0.00	0.00		
NBT	2	3200	216	220	0	2	0.07	0.07	0.00	0.00		
NBR	0	0	10	10	0	0	-	-	-	-		
SBL	1	1600	163	163	0	0	0.10	0.10	0.00	0.00		
SBT	2	3200	539	544	0	5	0.17 *	0.17 *	0.00	0.00		
SBR (a)	1	1600	360	360	0	0	0.23	0.23	0.00	0.00		
EBL	2	3200	381	381	0	0	0.12 *	0.12 *	0.00	0.00		
EBT	2	3200	84	84	0	0	0.05	0.05	0.00	0.00		
EBR	0	0	140	140	0	0	-	-	-	-		
WBL	1	1600	13	13	0	0	0.01	0.01	0.00	0.00		
WBT	1	1600	48	48	0	0	0.03 *	0.03 *	0.00	0.00		
WBR	1	1600	81	81	0	0	0.05	0.05	0.00	0.00		
			INTERSECTION CAPACITY UTILIZATION:				0.35	0.37	0.00	0.00		
			LEVEL OF SERVICE:				A	A	A	A		

NOTES:

(a) 35% R.T.O.R. EXISTING

09/09/01



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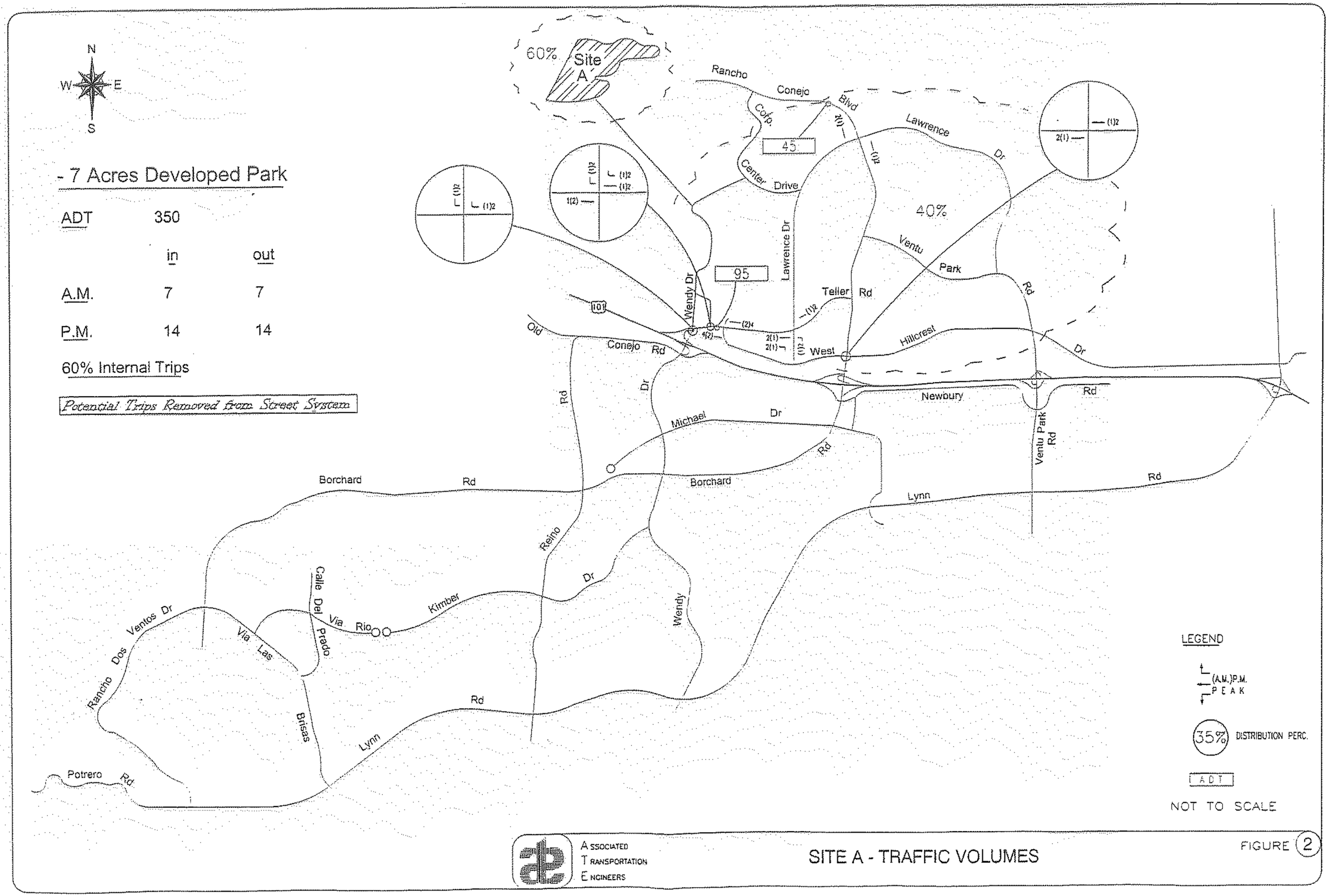
SITE A - TRAFFIC VOLUMES

FIGURE 1



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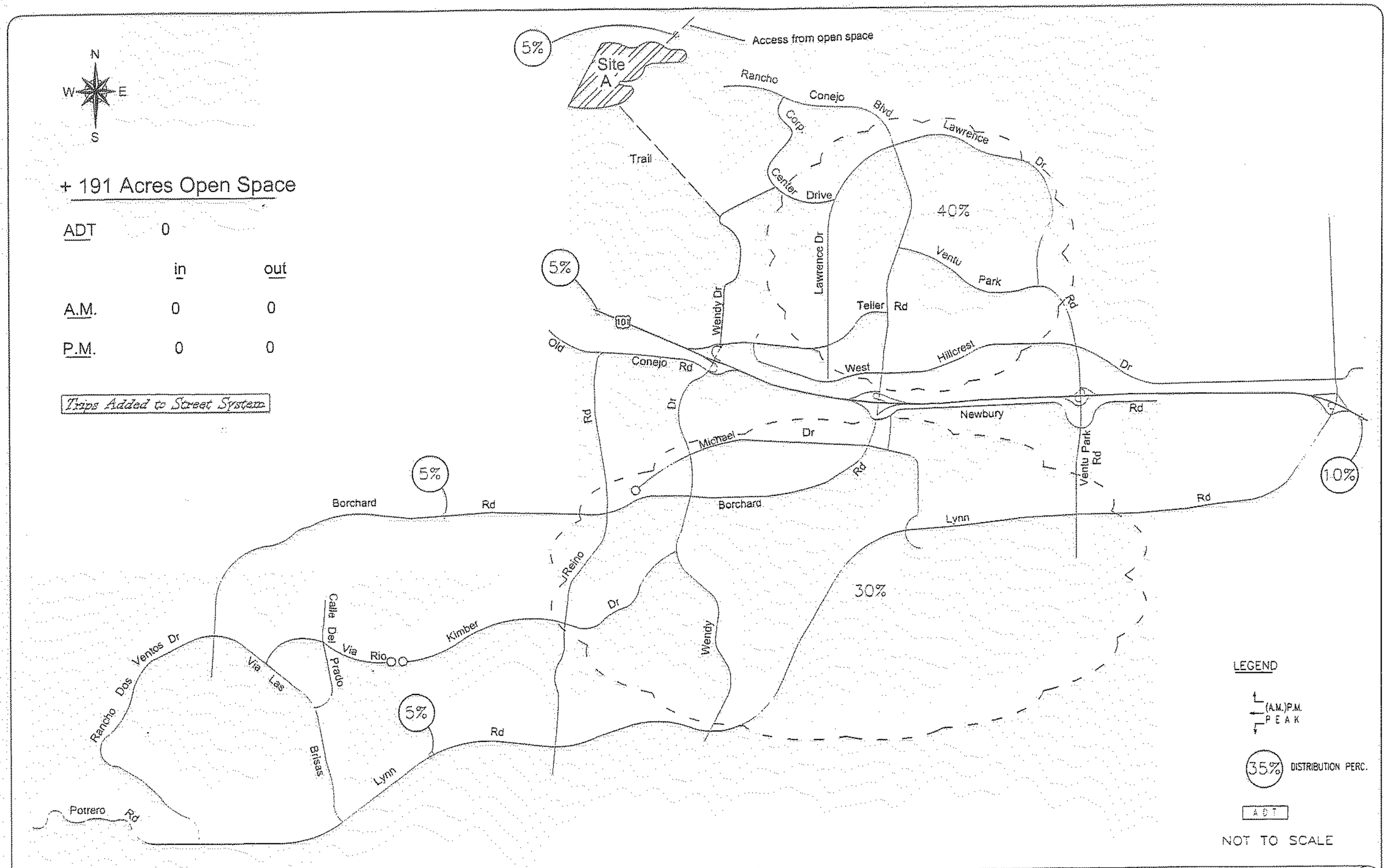
SITE A - TRAFFIC VOLUMES

FIGURE 2



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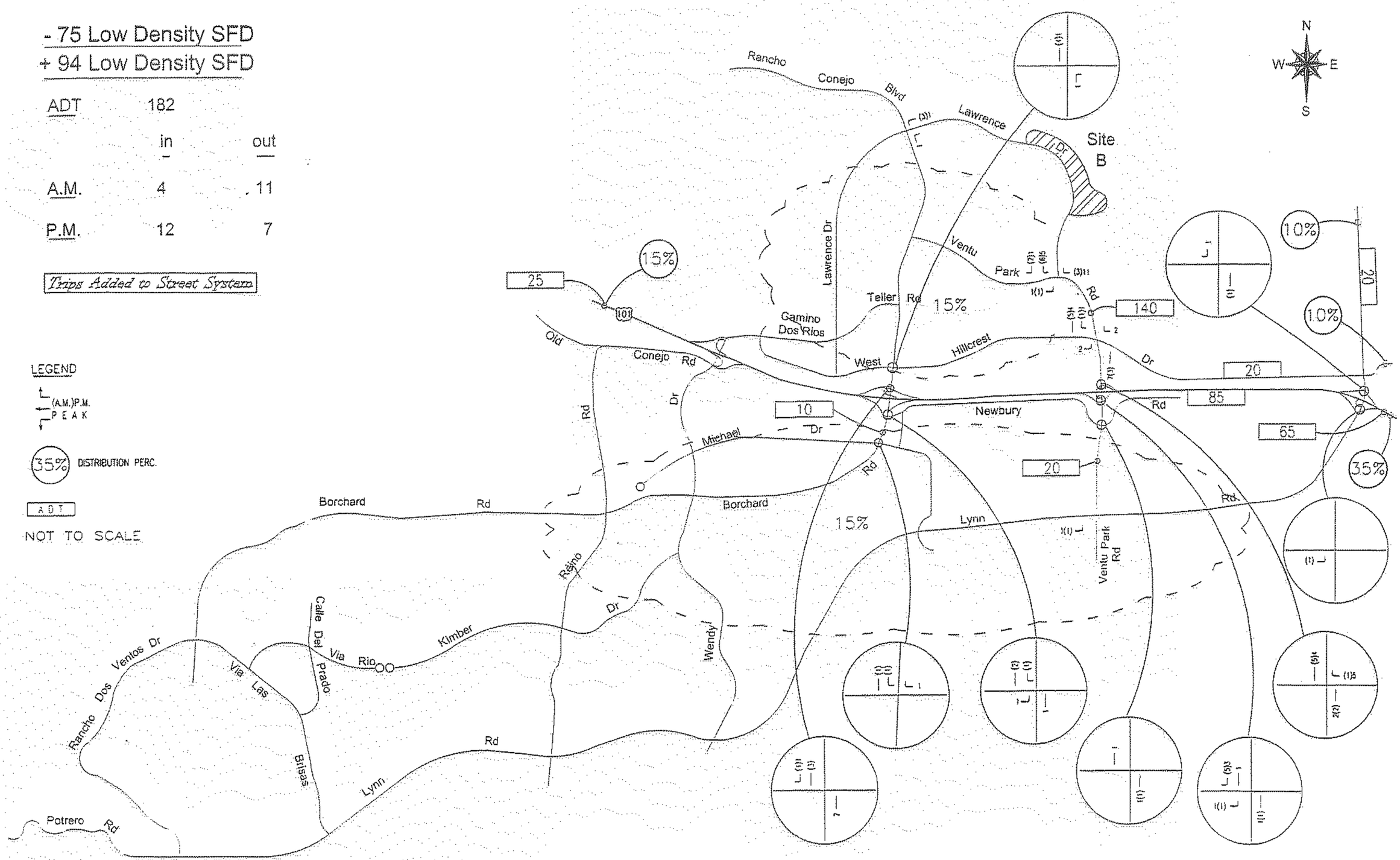
SITE A - TRAFFIC VOLUMES

FIGURE 3

- 75 Low Density SFD
+ 94 Low Density SFD

ADT	182	
	in	out
A.M.	4	11
P.M.	12	7

Trips Added to Street System



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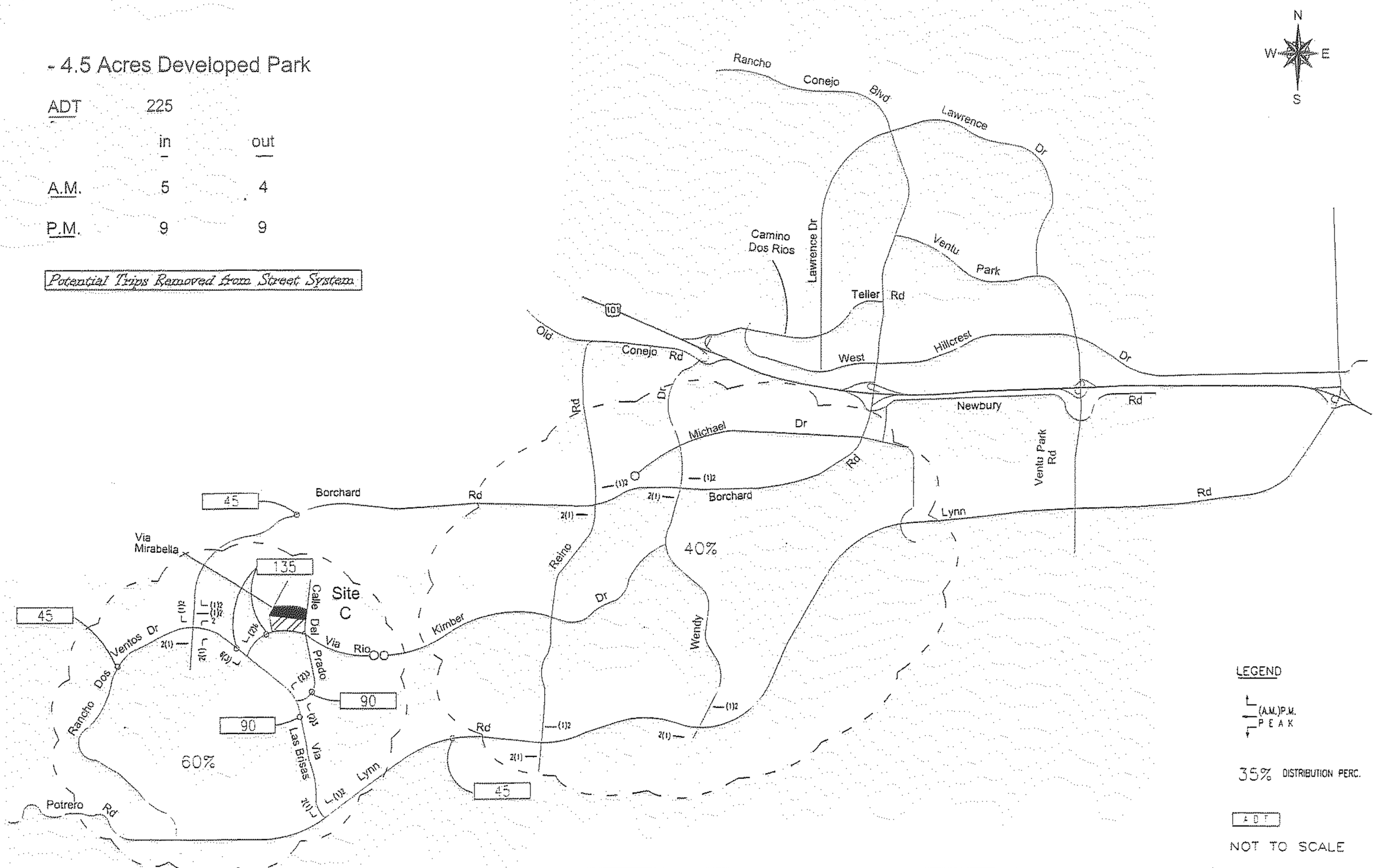
SITE B - TRAFFIC VOLUMES

FIGURE 4

- 4.5 Acres Developed Park

ADT	225	
	in	out
A.M.	5	4
P.M.	9	9

Potential Trips Removed from Street System



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Engineers

SITE C - TRAFFIC VOLUMES

FIGURE 5

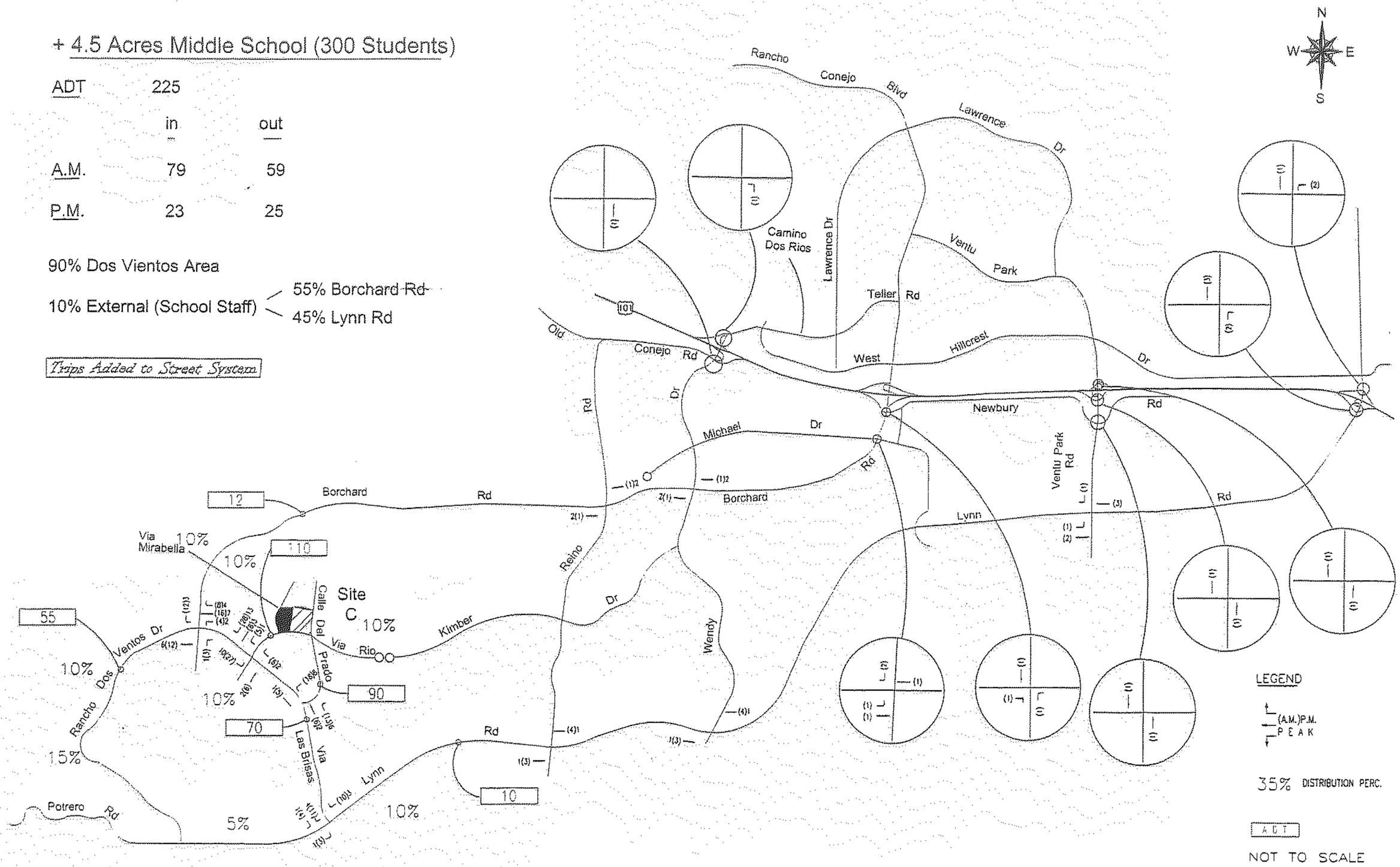
+ 4.5 Acres Middle School (300 Students)

ADT	225	
	in	out
A.M.	79	59
P.M.	23	25

90% Dos Vientos Area

10% External (School Staff) — 55% Borchard Rd / 45% Lynn Rd

Trips Added to Street System



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SITE C - TRAFFIC VOLUMES

FIGURE 6

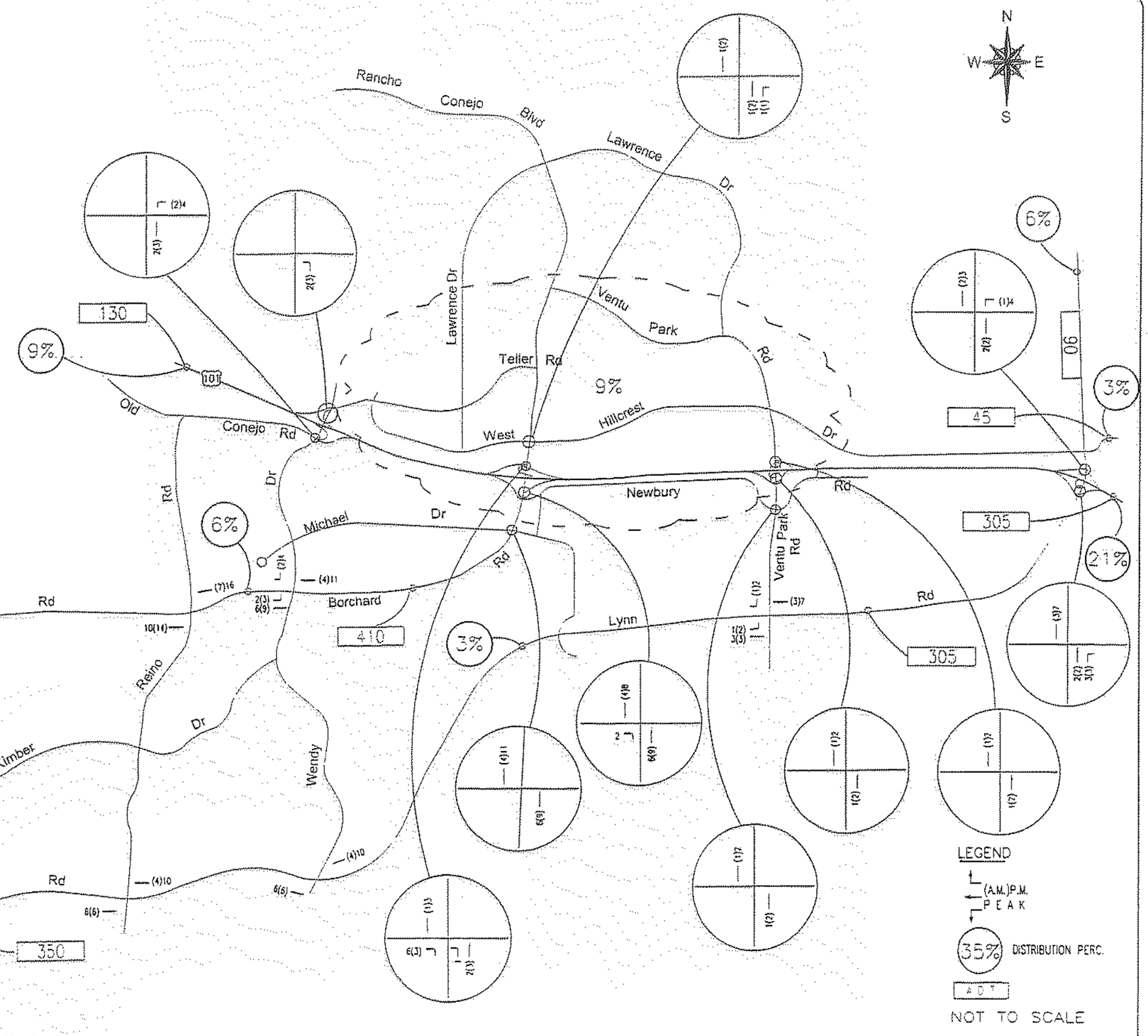
- 75 Aff. Apartments
- 150 Senior Aff. Apartments
- 125 Senior Mkt. Appartments

ADT	1,450	
	in	out
A.M.	19	35
P.M.	45	28

40% Via Rio/Calle del Prado Area

60% External — 60% Borchard Rd; 40% Lynn Rd

Potential Trips Removed from Street System



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SITE D - TRAFFIC VOLUMES

FIGURE 7

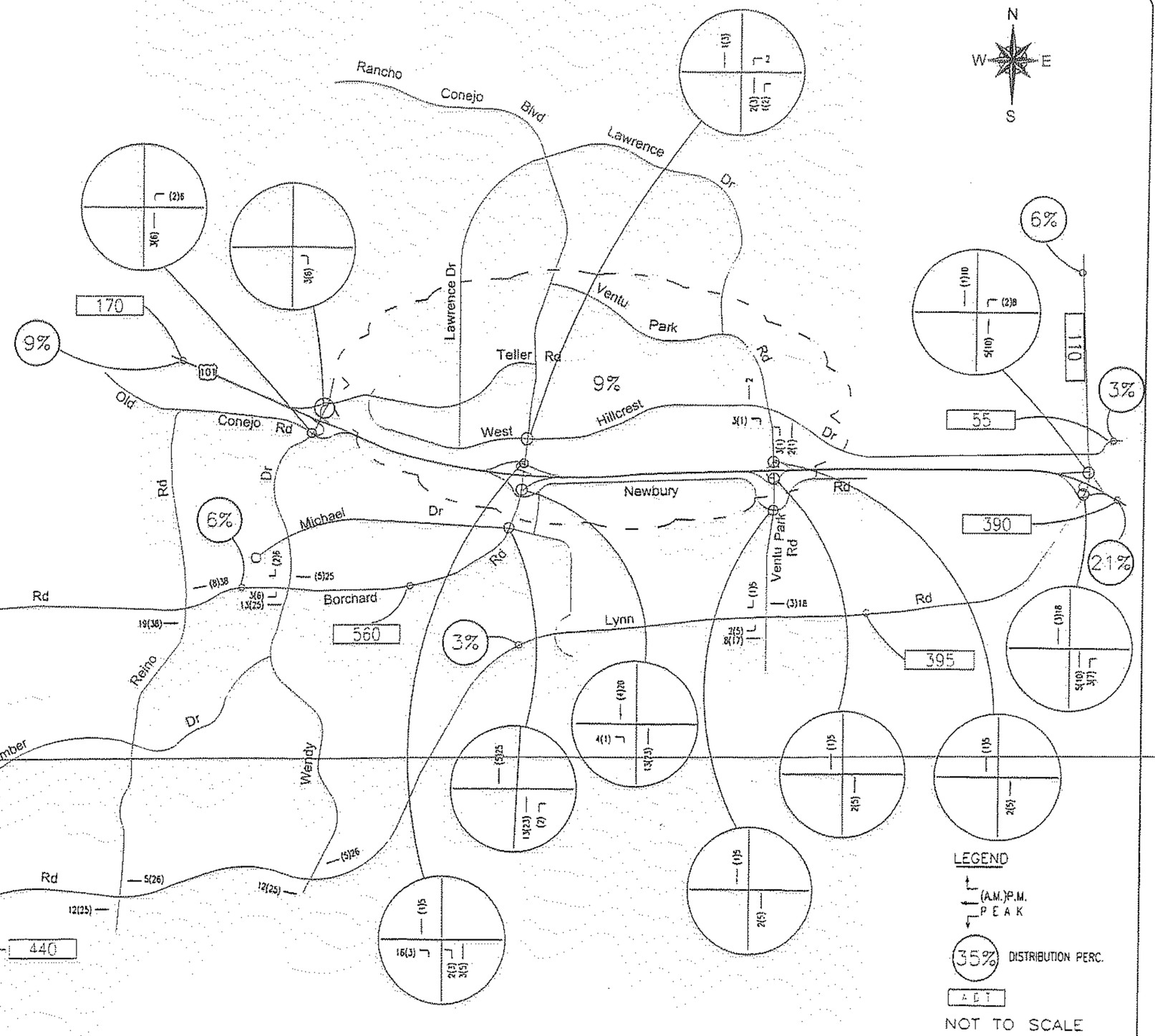
+ 128 Mkt Apartments
+ 171 Condos

ADT	1,850	
	in	out
A.M.	24	110
P.M.	111	55

40% Via Rio/Calle del Prado Area

60% External — 60% Borchard Rd / 40% Lynn Rd

Trips Added to Street System



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SITE D - TRAFFIC VOLUMES

FIGURE 8

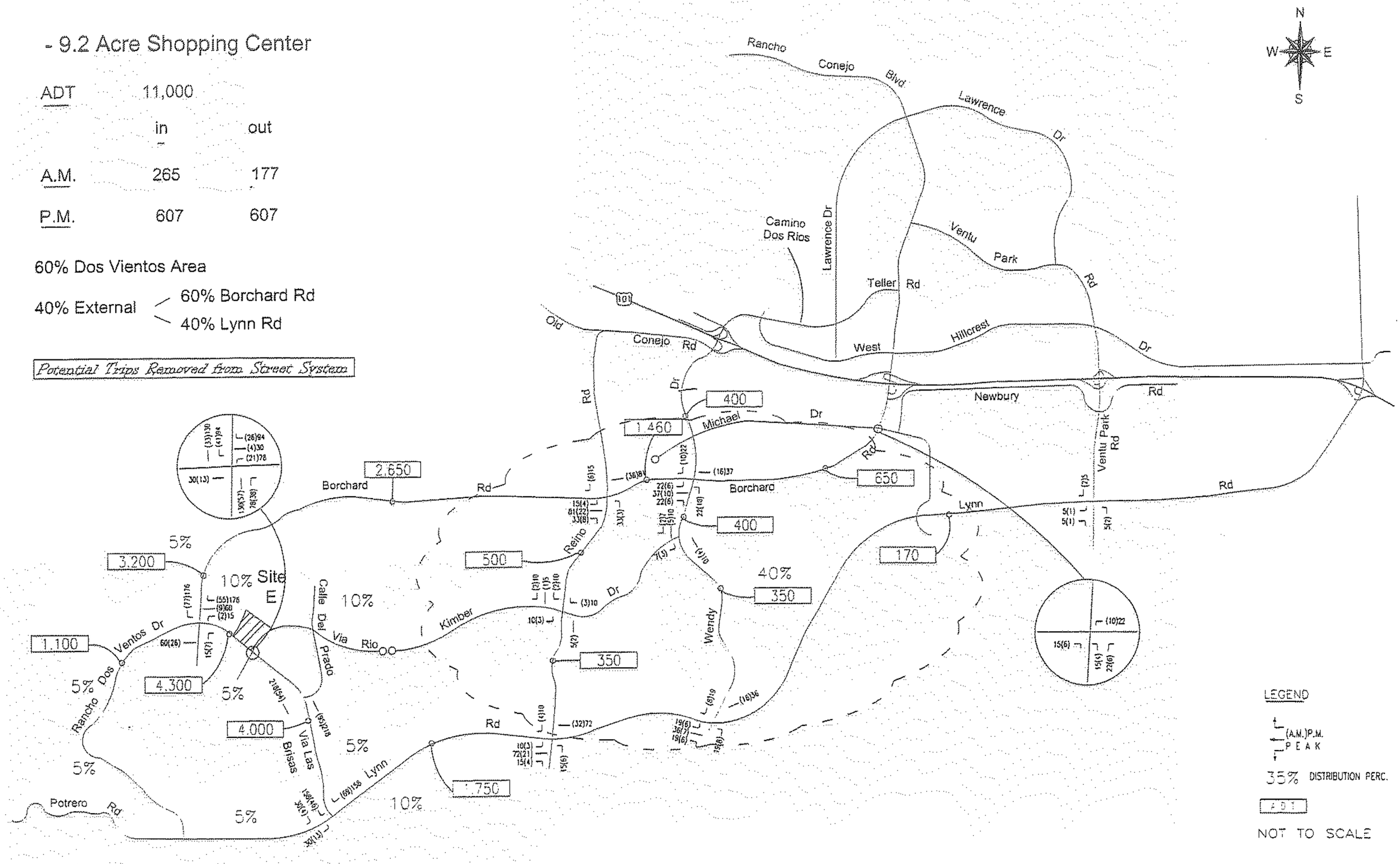
- 9.2 Acre Shopping Center

ADT	11,000	
	in	out
A.M.	265	177
P.M.	607	607

60% Dos Vientos Area

40% External — 60% Borchard Rd / 40% Lynn Rd

Potential Trips Removed from Street System



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SITE E - TRAFFIC VOLUMES

FIGURE 9

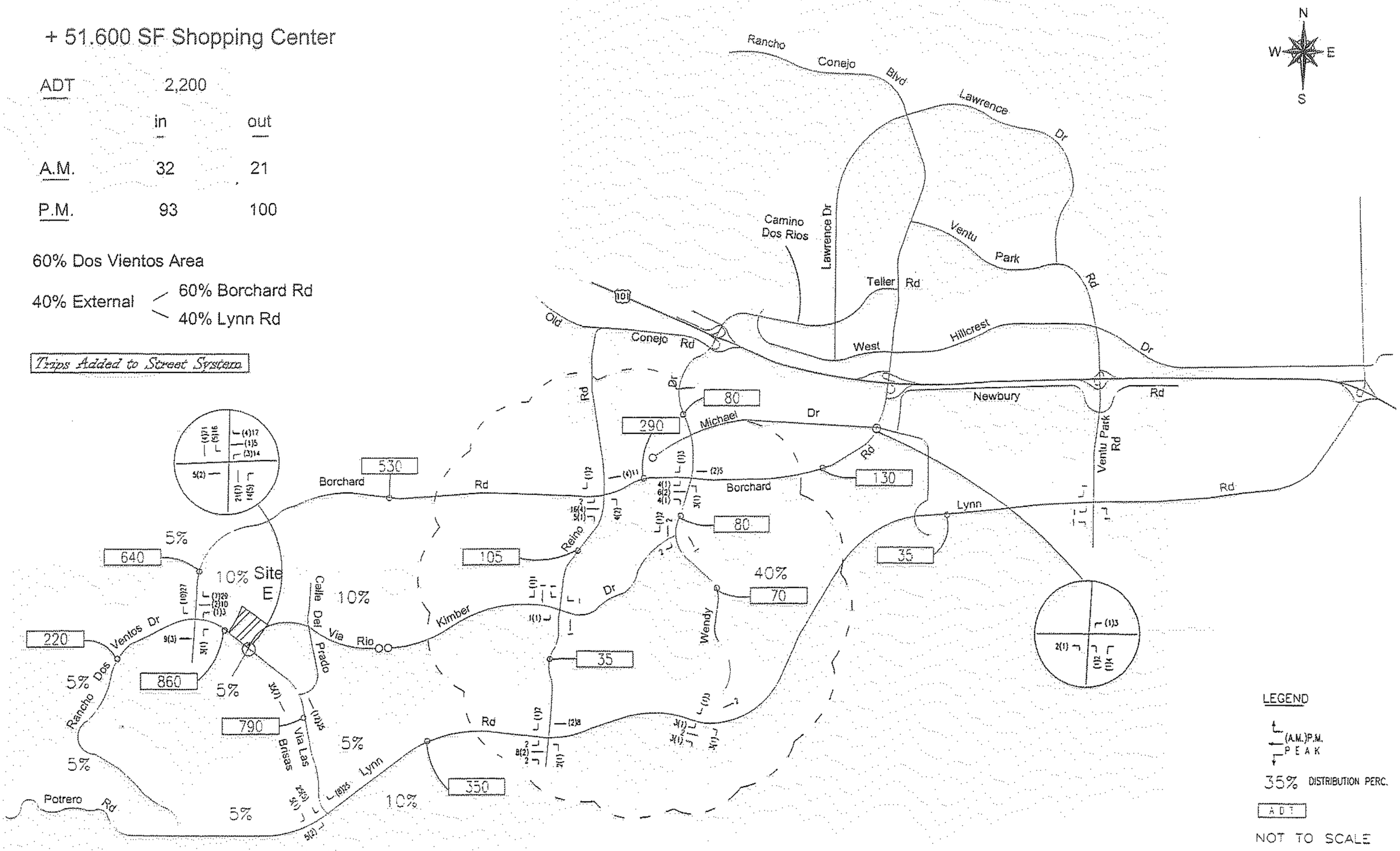
+ 51,600 SF Shopping Center

ADT	2,200	
	in	out
A.M.	32	21
P.M.	93	100

60% Dos Vientos Area

40% External — 60% Borchard Rd / 40% Lynn Rd

Trips Added to Street System



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SITE E - TRAFFIC VOLUMES

FIGURE 10

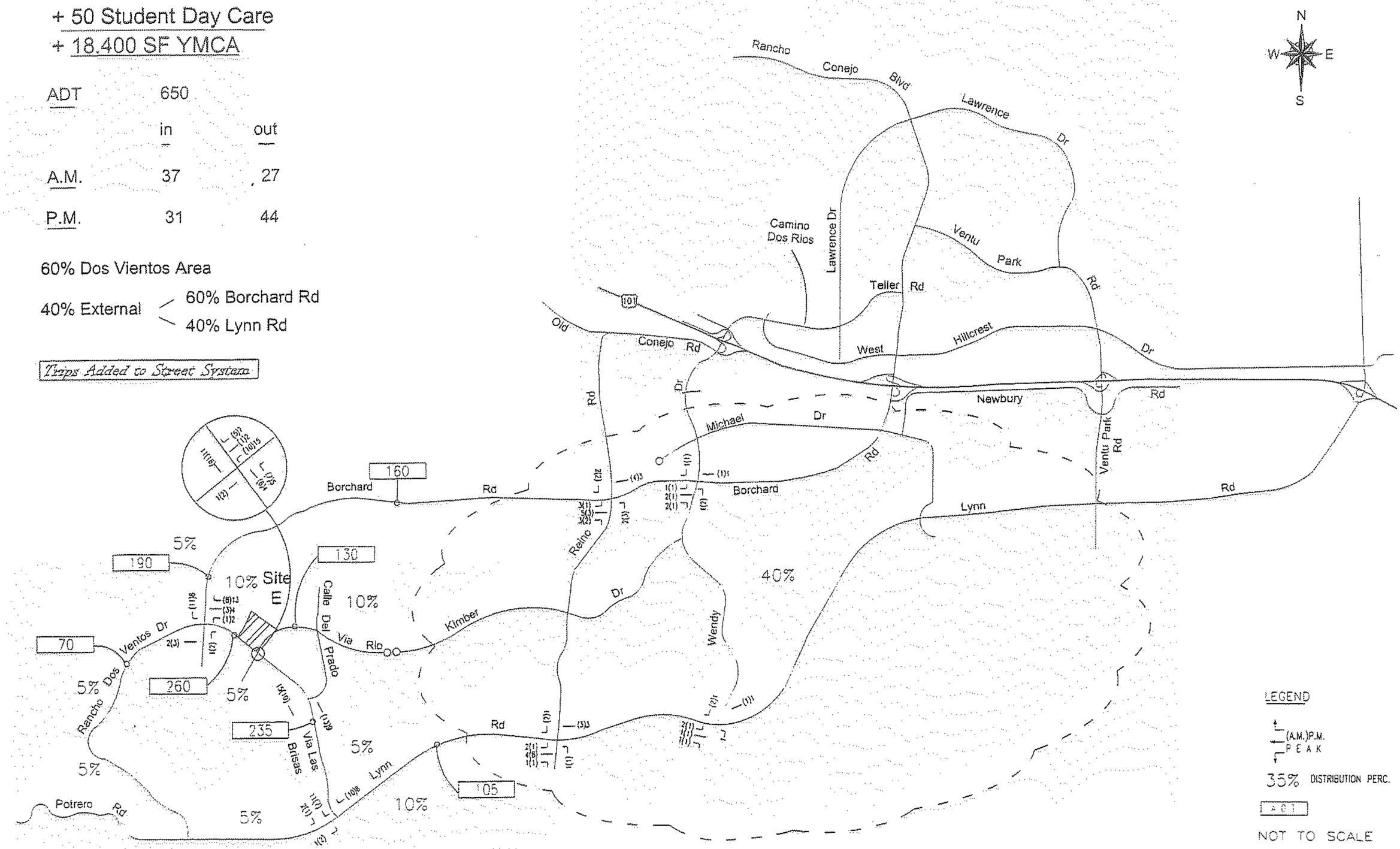
+ 50 Student Day Care
+ 18,400 SF YMCA

ADT	650	
	in	out
A.M.	37	27
P.M.	31	44

60% Dos Vientos Area

40% External — 60% Borchard Rd / 40% Lynn Rd

Trips Added to Street System



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SITE E - TRAFFIC VOLUMES

FIGURE 11

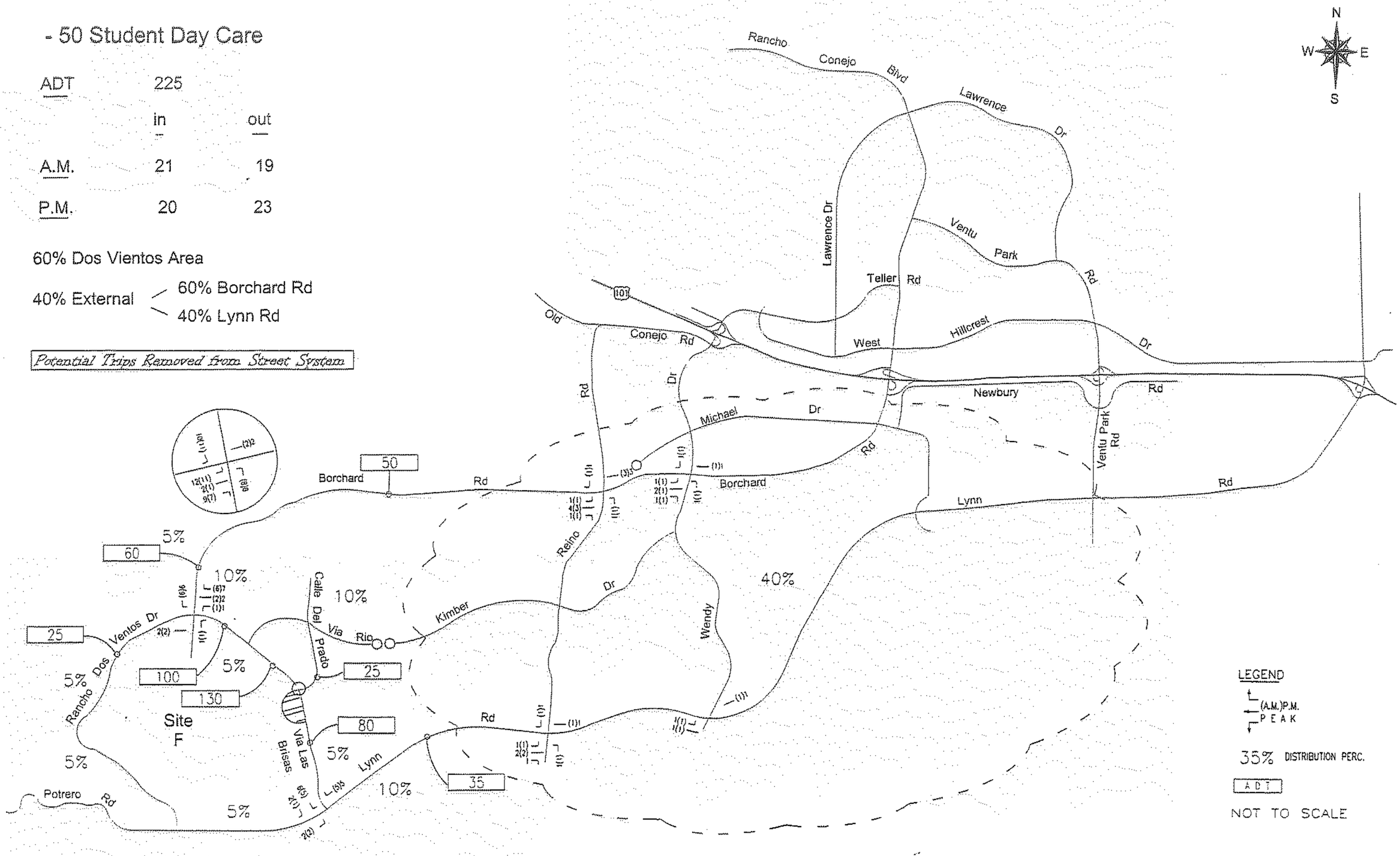
- 50 Student Day Care

ADT	225	
	in	out
A.M.	21	19
P.M.	20	23

60% Dos Vientos Area

40% External — 60% Borchard Rd / 40% Lynn Rd

Potential Trips Removed from Street System



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SITE F - TRAFFIC VOLUMES

FIGURE 12

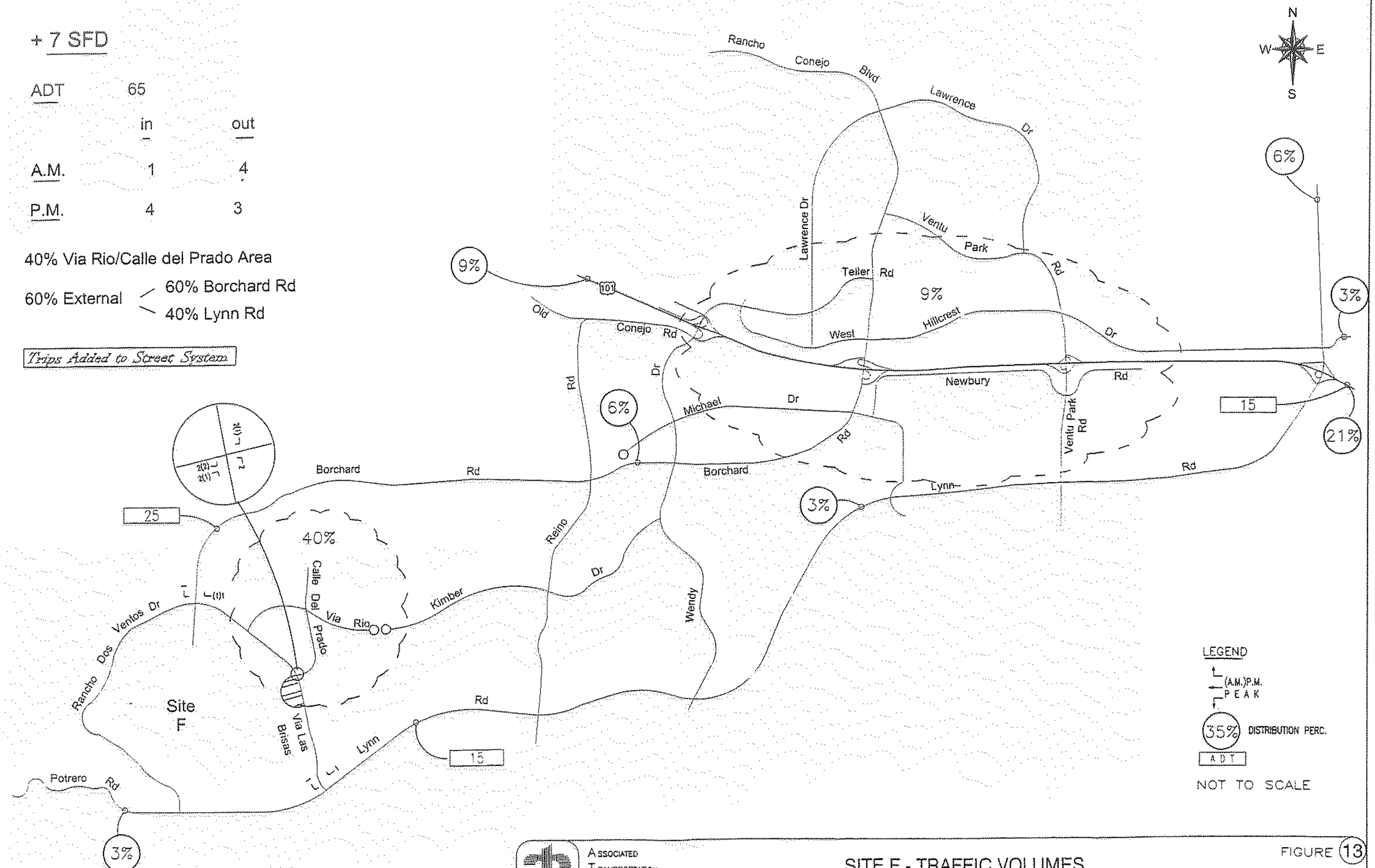
+ 7 SFD

ADT	65	
	in	out
A.M.	1	4
P.M.	4	3

40% Via Rio/Calle del Prado Area

60% External — 60% Borchard Rd; 40% Lynn Rd

Trips Added to Street System



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SITE F - TRAFFIC VOLUMES

FIGURE 13

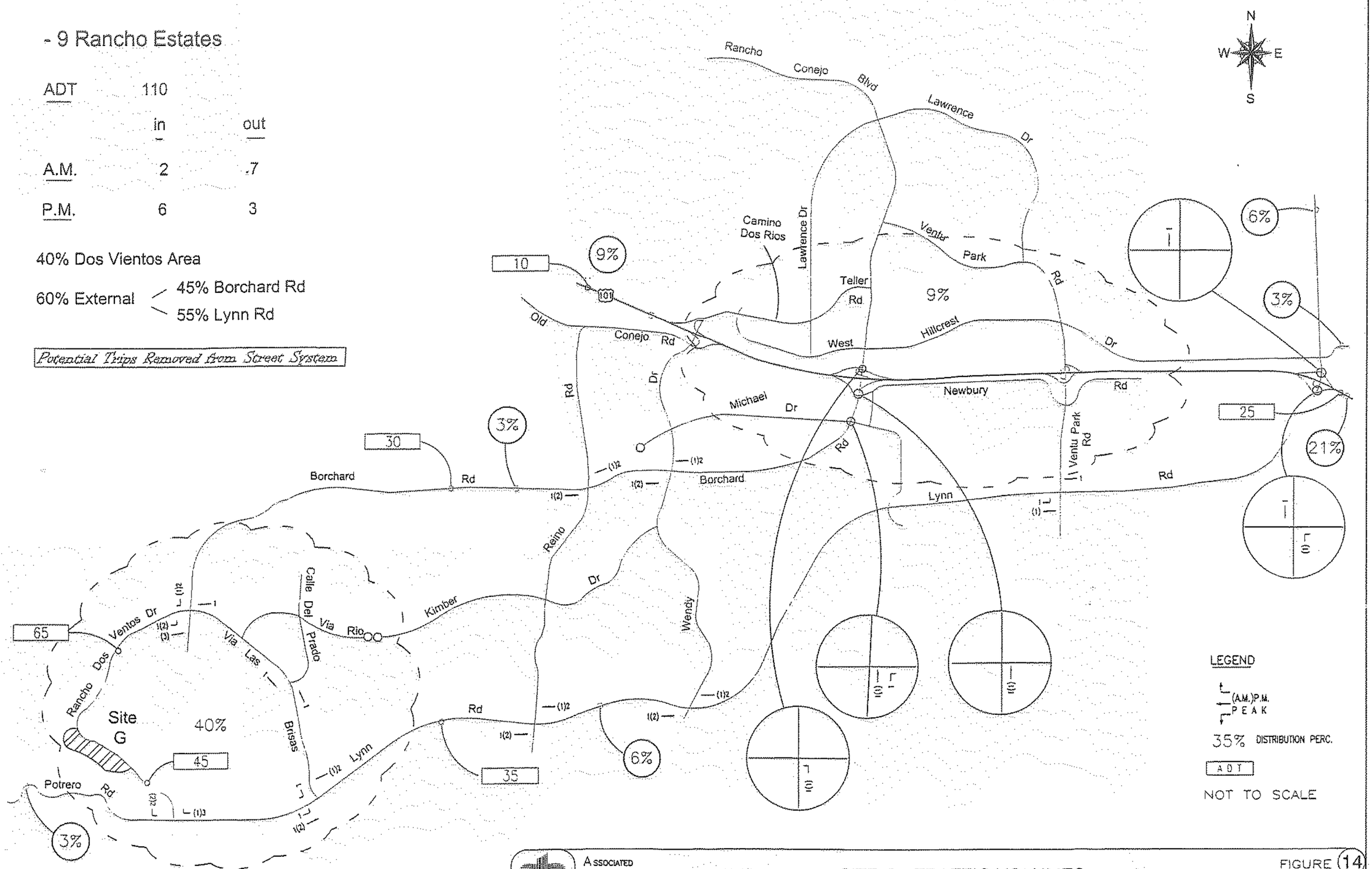
- 9 Rancho Estates

ADT	110	
	in	out
A.M.	2	7
P.M.	6	3

40% Dos Vientos Area

60% External — 45% Borchard Rd; 55% Lynn Rd

Potential Trips Removed from Street System



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SITE G - TRAFFIC VOLUMES

FIGURE 14

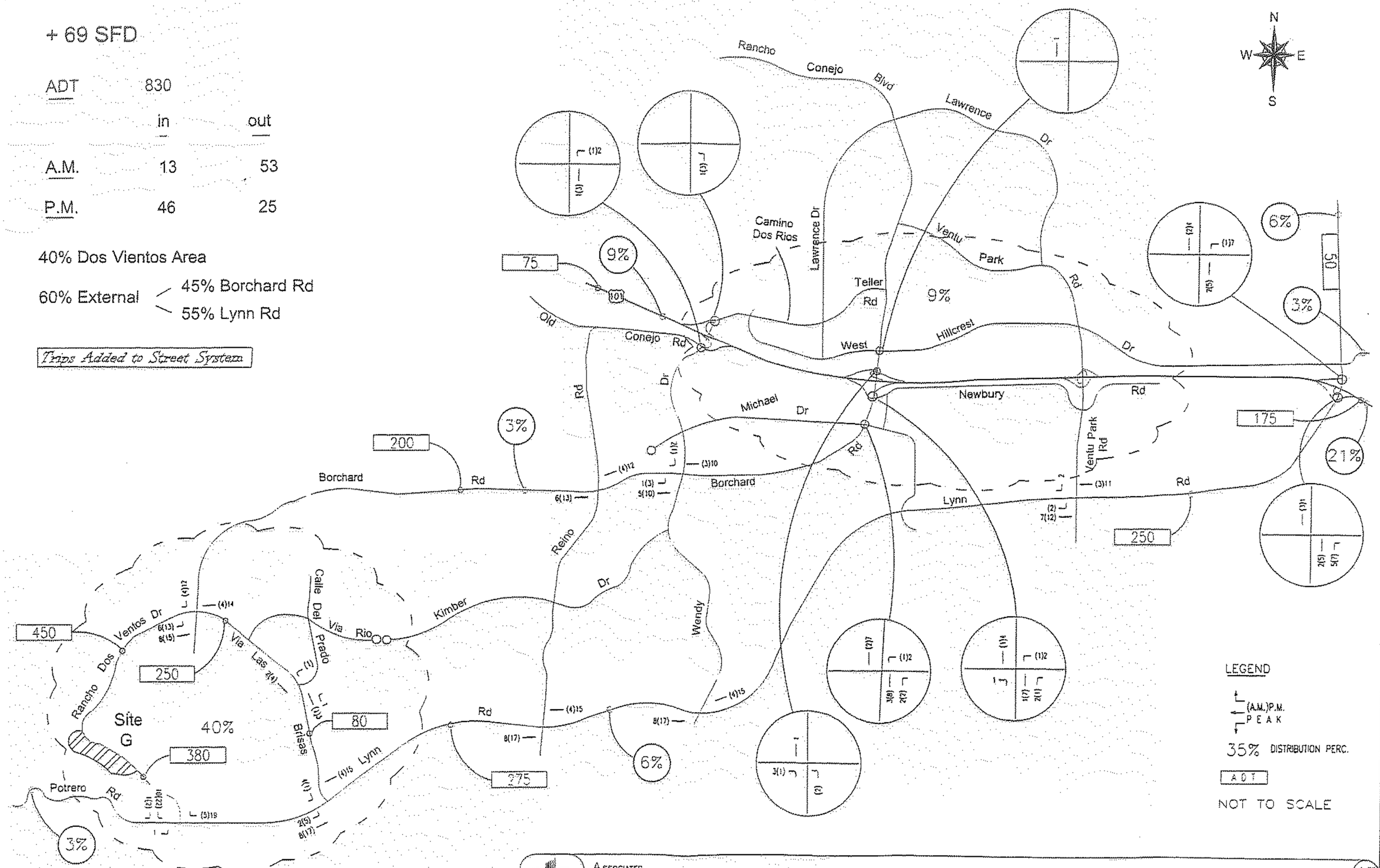
+ 69 SFD

ADT	830	
	in	out
A.M.	13	53
P.M.	46	25

40% Dos Vientos Area

60% External — 45% Borchard Rd; 55% Lynn Rd

Trips Added to Street System



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SITE G - TRAFFIC VOLUMES

FIGURE 15

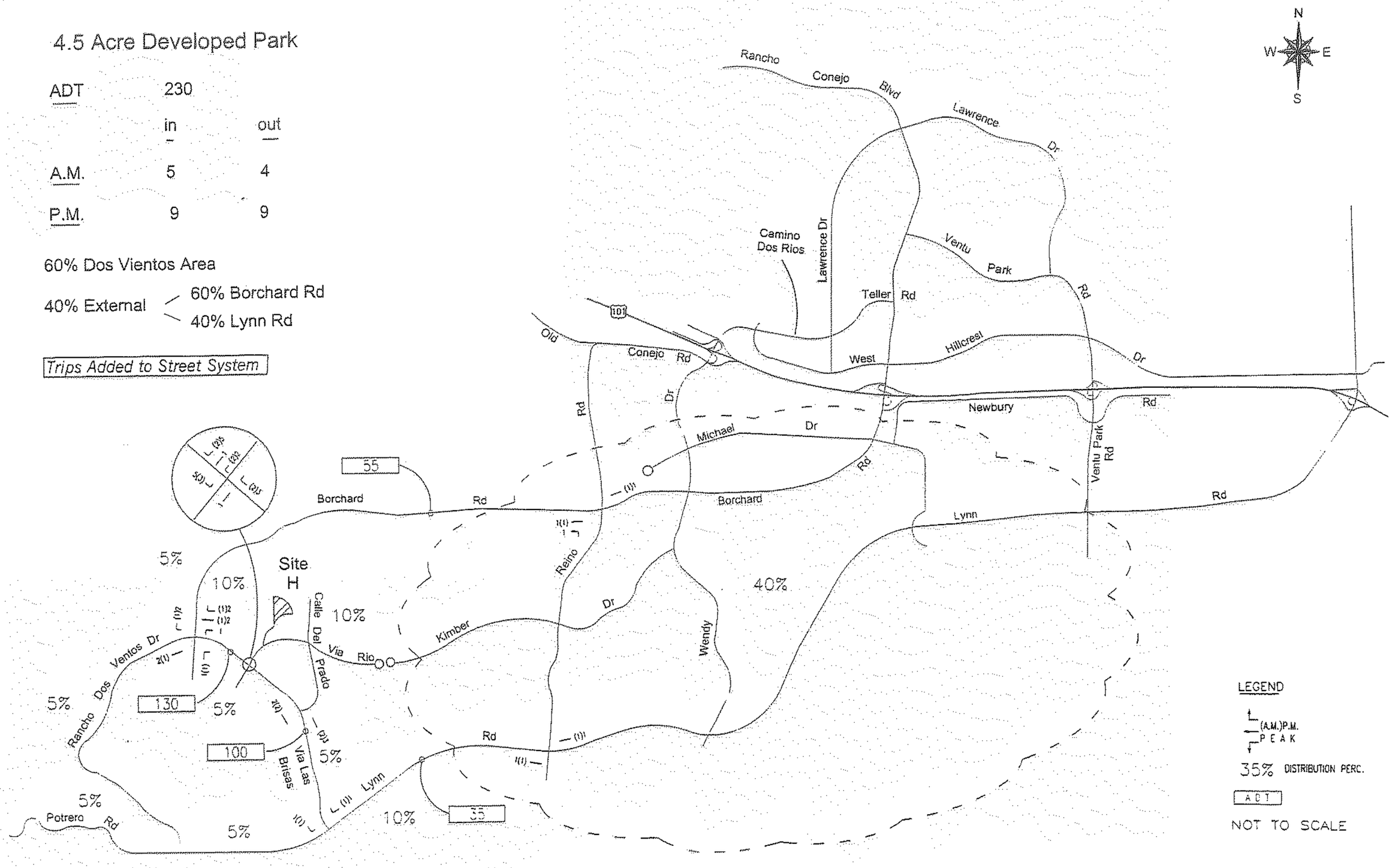
4.5 Acre Developed Park

ADT	230	
	in	out
A.M.	5	4
P.M.	9	9

60% Dos Vientos Area

40% External — 60% Borchard Rd / 40% Lynn Rd

Trips Added to Street System



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SITE H - TRAFFIC VOLUMES

FIGURE 16

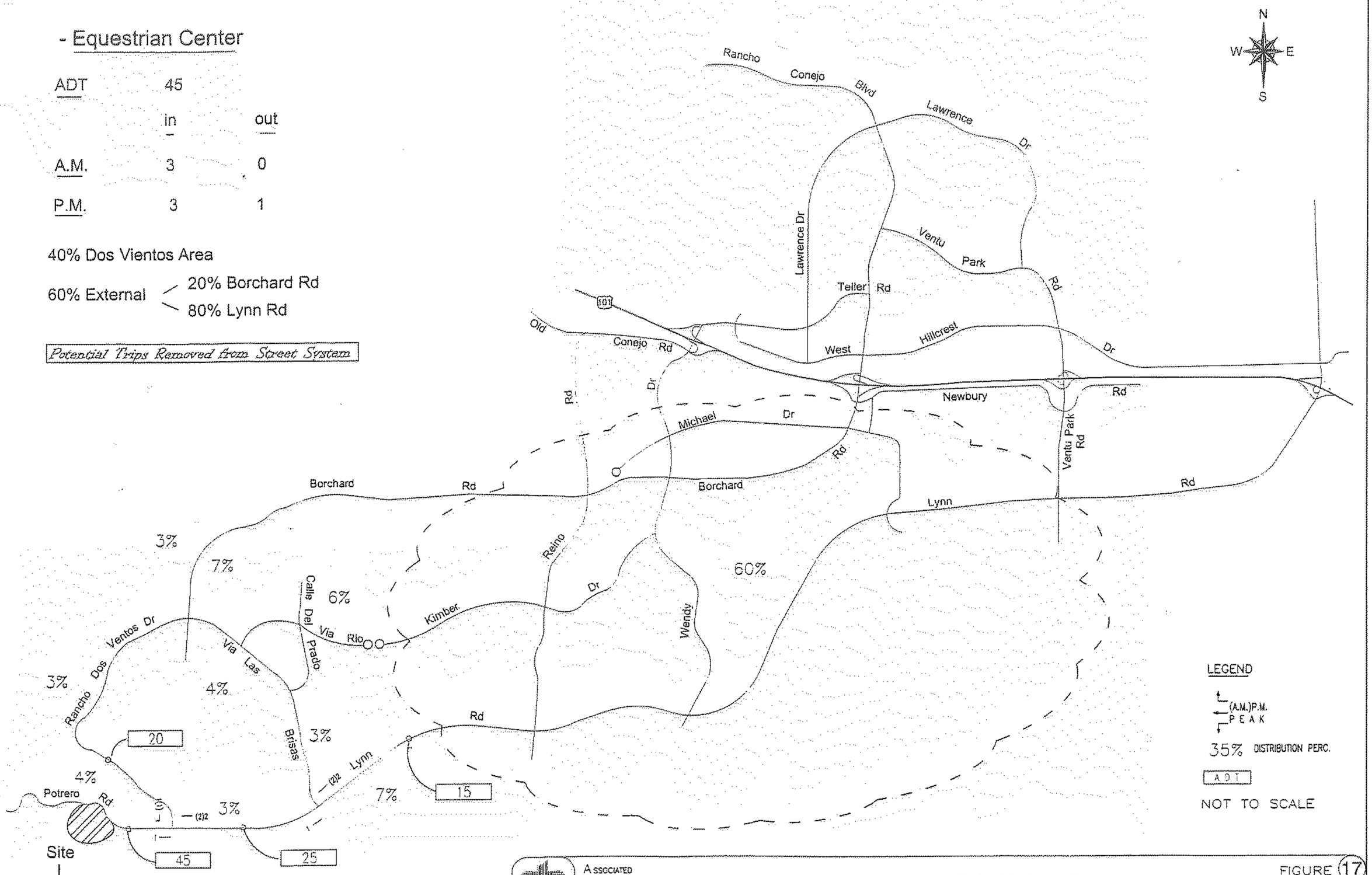
- Equestrian Center

ADT	45	
	in	out
A.M.	3	0
P.M.	3	1

40% Dos Vientos Area

60% External — 20% Borchard Rd / 80% Lynn Rd

Potential Trips Removed from Street System



ASSOCIATED TRANSPORTATION ENGINEERS

SITE I - TRAFFIC VOLUMES

FIGURE 17

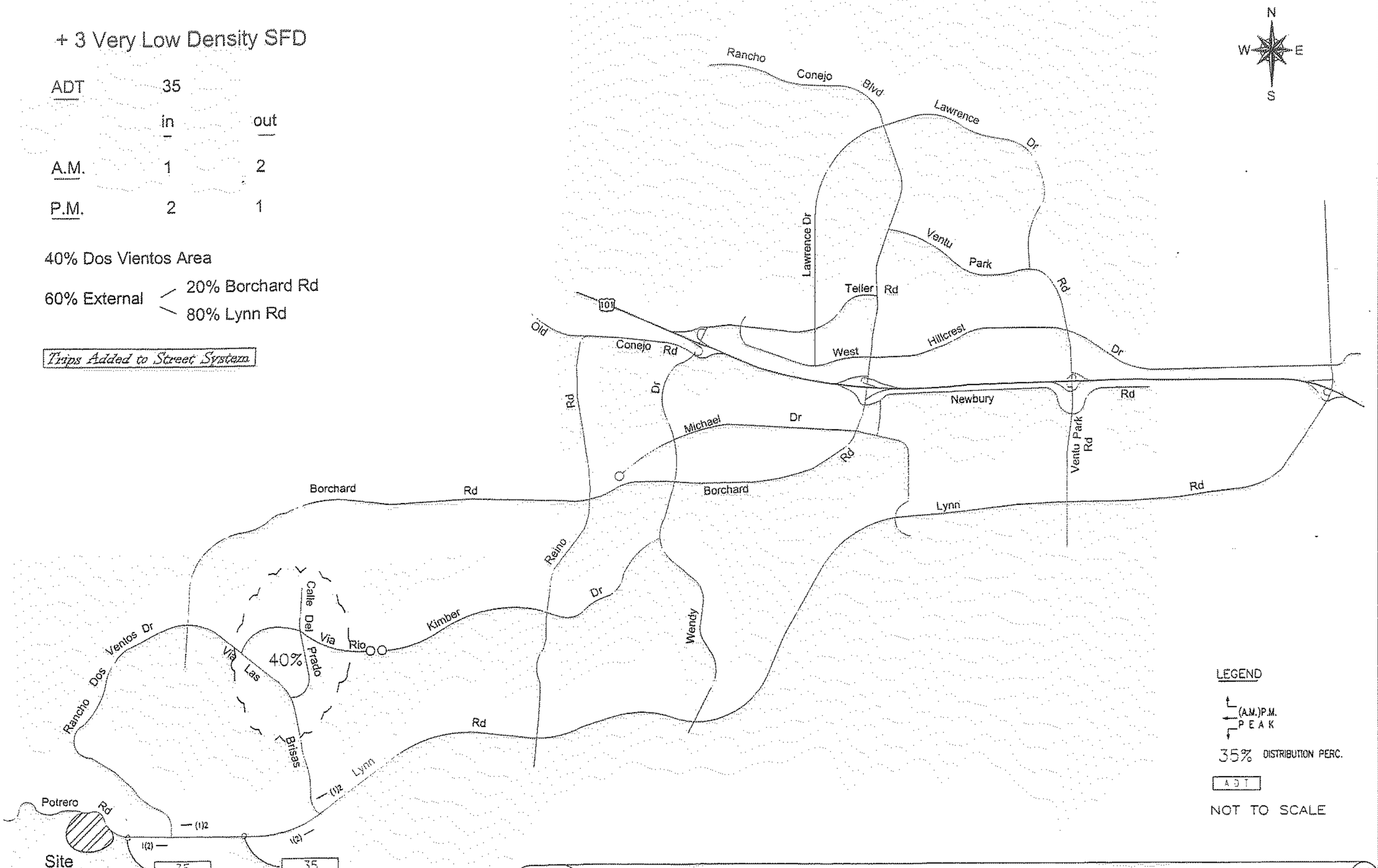
+ 3 Very Low Density SFD

ADT	35	
	in	out
A.M.	1	2
P.M.	2	1

40% Dos Vientos Area

60% External — 20% Borchard Rd / 80% Lynn Rd

Trips Added to Street System



ASSOCIATED TRANSPORTATION ENGINEERS

SITE I - TRAFFIC VOLUMES

FIGURE 18

APPENDIX E: NOISE

PUBLIC REACTION	NOISE LEVEL (dBA)	COMMON INDOOR NOISE LEVELS	COMMON OUTDOOR NOISE LEVELS
	110	Rock Band	
			Jet Flyover at 1000 ft.
LOCAL COMMITTEE ACTIVITY WITH INFLUENTIAL OR LEGAL ACTION	100	Inside Subway Train	Gas Lawn Mower at 3 ft.
LETTERS OF PROTEST	90	Food Blender at 3 ft.	Diesel Truck at 50 ft.
COMPLAINTS LIKELY	80	Garbage Disposal at 3 ft. Shouting at 3 ft.	Noisy Urban Daytime
COMPLAINTS POSSIBLE	70	Vacuum Cleaner at 10 ft. Normal Speech at 3 ft.	Gas Lawn Mower at 100 ft. Commercial Area Heavy Traffic at 300 ft.
COMPLAINTS RARE	60	Large Business Office	
	50	Dishwasher Next Room	Quiet Urban Daytime
ACCEPTANCE	40	Small Theater, Conference Room (Background)	Quiet Urban Nighttime Quiet Suburban Nighttime
	30	Library Bedroom at Night Concert Hall (Background)	Quiet Rural Nighttime
	20	Broadcast and Recording Studio	
	10		
	0	Threshold of Hearing	

EXHIBIT 1

Common Noise Levels and Public Reaction

City of Thousand Oaks

FORESITE

Source: Caltrans Noise Manual, California State Department of Transportation, March 1980, pg. I-1-4.

N/

TABLE 2

SUMMARY OF 24-HOUR MEASURED NOISE LEVELS (dBA)

Start Time	SITE 1			SITE 5			SITE 9			SITE 10			SITE 15		
	1/16/01	1/17/01	1/18/01	1/16/01	1/17/01	1/18/01	1/16/01	1/17/01	1/18/01	1/18/01	1/19/01	1/20/01	1/18/01	1/19/01	1/20/01
00:00	---	49.4	47.7	---	50.8	49.6	---	46.0	45.5	---	49.5	50.3	---	47.4	45.5
01:00	---	47.0	44.8	---	49.7	46.9	---	42.3	43.7	---	48.3	48.5	---	44.1	44.6
02:00	---	46.0	44.0	---	45.6	46.2	---	41.9	44.0	---	43.2	45.6	---	42.7	43.7
03:00	---	48.8	44.5	---	45.4	44.4	---	37.4	43.2	---	45.2	43.8	---	39.5	41.1
04:00	---	51.8	50.8	---	47.1	48.7	---	43.1	45.6	---	47.9	48.5	---	47.7	46.4
05:00	---	57.3	55.8	---	53.2	54.3	---	45.0	47.3	---	54.6	54.3	---	53.3	53.2
06:00	---	60.9	59.1	---	58.7	58.1	---	51.6	52.1	---	60.1	59.2	---	59.5	58.6
07:00	---	62.6	61.5	---	61.8	60.8	---	58.7	57.5	---	64.2	63.7	---	61.3	60.9
08:00	---	62.4	61.5	---	61.9	61.1	---	61.2	60.4	---	63.9	63.7	---	60.9	61.3
09:00	---	60.1	59.2	---	60.0	58.3	---	61.3	60.5	---	59.5	60.6	---	57.2	57.7
10:00	59	59.2	58	58.8	58.5	58.5	---	57.3	57.5	---	58.6	59.2	---	57.4	57.5
11:00	59.0	58.6	---	59.0	58.9	---	57.0	58.1	57.5	62.5	59.5	59.7	---	57.5	58.2
12:00	60.0	57.9	---	59.3	58.2	---	57.5	57.1	56.9	60.7	64.7	59.5	58.6	58.2	58.3
13:00	60.0	58.7	---	59.3	59.0	---	57.9	56.9	---	59.5	59.5	---	58.4	57.2	57.6
14:00	60.7	59.5	---	59.8	60.6	---	57.6	56.8	---	59.5	60.0	---	59.5	59.2	---
15:00	60.1	61.5	---	59.5	60.3	---	57.9	57.9	---	59.5	59.7	---	60.4	60.4	---
16:00	60.8	61.4	---	60.7	61.1	---	58.2	57.4	---	59.3	60.2	---	59.7	63.8	---
17:00	61.0	59.7	---	61.7	62.0	---	58.0	57.6	---	61.5	60.3	---	59.9	59.5	---
18:00	59.5	59.5	---	61.3	61.2	---	57.2	57.2	---	61.5	59.3	---	60.0	58.3	---
19:00	57.4	58.4	---	60.1	59.3	---	55.5	55.9	---	59.4	58.2	---	57.3	58.9	---
20:00	55.7	57.0	---	57.3	58.5	---	53.8	56.0	---	60.1	57.7	---	57.7	56.4	---
21:00	55.3	56.7	---	58.0	58.0	---	54.6	53.7	---	58.6	57.2	---	54.9	55.4	---
22:00	53.3	53.3	---	54.1	54.6	---	50.3	51.5	---	55.4	55.7	---	51.9	53.7	---
23:00	50.6	50.3	---	51.1	51.0	---	46.6	48.9	---	50.9	52.0	---	47.5	50.4	---

Source: Acoustical Analysis Associates, Inc.

TABLE 3

MEASURED SHORT-TERM TRAFFIC NOISE LEVEL (dBA)

Date	Start Time	L_{eq}	L_{min}	L_{max}	L_1	L_{10}	L_{25}	L_{50}	L_{90}	L_{99}
Site 2: North of Lynn Road and east of Ventu Park (driveway to mobile home storage)										
01/15/01	4:40 p.m.	67.8	52.5	76.5	74.9	72.5	69.4	64.1	54.5	52.7
	4:50 p.m.	69.1	53.7	79.3	76.1	73.3	70.7	66.4	57.0	54.2
02/16/01	7:00 a.m.	66.2	56.5	81.9	73.6	70.2	67.4	63.1	58.5	57.2
	7:10 a.m.	66.2	57.1	76.3	73.6	70.0	67.3	63.5	59.3	57.3
Site 3: West side of Ventu Park south of Ramona (across from condos)										
01/15/01	4:10 p.m.	67.5	57.0	79.3	75.9	71.8	68.1	63.8	59.1	57.5
	4:20 p.m.	67.3	57.1	79.1	74.8	71.2	68.0	64.3	59.4	57.4
01/16/01	7:10 a.m.	68.4	63.4	80.5	77.0	71.0	68.1	66.0	64.9	64.0
	7:20 a.m.	68.5	61.7	82.4	75.7	71.6	68.9	66.4	63.2	61.9
Site 4: South side of Lynn Road west of East Kelley Road (setback to fence in planter area)										
01/15/01	5:10 p.m.	72.9	53.7	83.6	81.9	77.6	73.2	68.5	58.4	54.5
	5:20 p.m.	72.5	51.3	85.9	82.4	77.2	72.2	66.7	57.6	51.9
02/06/01	7:30 a.m.	71.0	52.8	79.5	77.9	75.2	72.7	68.9	58.2	53.5
	7:40 a.m.	72.9	68.6	75.1	75.1	74.8	73.9	73.1	69.4	68.6
Site 6: North side of Lynn Road, west of Wendy Drive (end of Laramie Ct. cul-de-sac)										
01/16/01	4:40 p.m.	63.0	76.1	71.7	70.1	67.3	64.5	60.3	51.5	47.3
	4:50 p.m.	63.6	44.6	71.7	70.4	67.6	64.9	61.7	54.7	48.2
01/17/01	7:30 a.m.	63.6	49.9	80.4	71.6	66.8	64.1	61.2	55.1	50.8
	7:40 a.m.	63.3	51.6	77.3	73.1	65.9	63.5	60.9	56.8	52.5
Site 7: North side of Lynn Road, east of Reino Road (open field in front of church)										
01/16/01	5:10 p.m.	63.0	45.5	71.5	69.9	66.4	64.5	61.5	53.9	46.5
	5:20 p.m.	62.4	48.1	77.4	69.6	65.4	63.4	60.8	53.3	48.6
01/17/01	8:00 a.m.	62.1	49.0	78.2	70.8	64.3	62.4	59.7	54.4	49.7
	8:10 a.m.	62.4	52.3	68.7	67.8	65.3	63.5	61.5	56.7	53.4
Site 8: North side of Lynn Road, west of Reino Road (residential property line)										
01/16/01	5:50 p.m.	70.4	50.1	80.0	78.1	74.9	71.5	66.9	57.9	52.0
	6:00 p.m.	69.5	48.2	82.7	78.2	74.2	70.0	65.1	55.2	50.5
01/17/01	8:30 a.m.	71.9	48.6	91.7	84.2	74.3	70.1	65.3	55.6	51.2
	8:40 a.m.	70.0	46.1	87.5	81.9	73.1	67.8	63.4	50.8	47.6

TABLE 3

MEASURED SHORT-TERM TRAFFIC NOISE LEVEL (dBA)

(Continued)

Date	Start Time	Leq	Lmin	Lmax	L1	L10	L25	L50	L90	L99
Site 11: West side of Reino Road, south of Lesser Drive (in green belt across from high school)										
01/17/01	5:30 p.m.	66.7	51.6	75.4	73.7	70.7	68.4	64.4	57.4	52.7
	5:40 p.m.	66.9	49.6	80.0	76.5	70.8	67.4	63.5	55.7	50.7
01/19/01	7:30 a.m.	65.2	58.0	73.1	71.8	68.4	66.2	63.9	59.6	58.2
	7:40 a.m.	66.1	57.6	77.8	74.6	69.4	66.7	64.1	60.0	58.1
Site 12: South side of Old Conejo Road, west of Jenny Drive (in open field)										
01/18/01	4:40 p.m.	68.3	49.4	76.6	73.9	71.9	69.9	67.4	56.1	50.3
	4:50 p.m.	68.9	53.3	80.8	76.2	71.9	70.1	67.7	58.2	53.6
01/18/01	7:30 a.m.	68.6	56.9	77.8	74.7	71.9	70.3	67.6	60.0	57.4
	7:40 a.m.	69.0	57.4	79.2	75.8	72.8	70.5	68.0	61.6	58.0
Site 13: West side of Wendy Drive, north of Michael Drive (south of bridge)										
01/18/01	5:10 p.m.	74.3	58.7	86.4	82.6	77.0	75.4	73.1	65.8	60.4
	5:20 p.m.	73.4	59.0	81.2	78.5	76.6	75.0	72.6	65.6	60.6
01/18/01	8:00 a.m.	78.6	64.5	98.1	89.2	79.5	77.5	75.2	69.8	65.6
	8:10 a.m.	75.6	58.6	83.7	81.0	78.5	77.0	75.0	69.3	61.3
Site 14: North side of Borchard Road, west of Los Vientos (end of Borchard Rd.)										
01/17/01	4:50 p.m.	59.7	41.5	78.5	71.1	62.7	56.5	50.3	43.4	41.6
	5:00 p.m.	63.2	38.1	79.5	74.8	66.9	59.2	51.2	42.1	39.0
02/06/01	8:10 a.m.	60.4	44.6	73.6	69.7	64.4	61.1	56.5	49.0	45.9
	8:20 a.m.	57.8	40.8	71.1	67.4	61.6	58.4	53.7	46.1	41.9
Site 16: South side of Borchard Road, east of Theresa Drive (across from Sequoia Middle School)										
01/18/01	5:40 p.m.	67.8	49.5	75.8	73.9	71.3	69.0	66.6	59.1	51.0
	5:50 p.m.	67.9	52.2	76.7	74.8	71.3	69.3	66.5	59.6	54.3
01/18/01	8:40 a.m.	67.9	46.9	80.0	75.0	71.7	69.4	65.9	55.8	46.8
	8:50 a.m.	67.9	49.4	78.2	76.2	71.7	69.2	65.1	56.5	51.0
Site 17: West side of Reino Road, south of Teardrop (front lawn of Woodcrest Preschools)										
01/17/01	4:20 p.m.	66.6	44.8	76.1	74.3	71.1	68.0	63.3	51.9	46.4
	4:30 p.m.	66.4	42.7	78.1	74.4	70.7	67.3	63.6	51.7	45.4
01/19/01	8:50 a.m.	64.0	47.0	76.4	71.7	68.2	65.6	61.1	50.5	47.1
	9:00 a.m.	69.0	49.3	86.4	81.4	71.0	66.2	61.7	54.4	51.4

Source: Acoustical Analysis Associates, Inc.

Nn

TABLE 4

TRAFFIC COUNTS SUMMARY - JANUARY 2001 NOISE SURVEY

Location	Date	Interval Start Time	Autos	Motorcycles	Medium Trucks	Heavy Trucks
Site 2	1/15/01	4:40 p.m.	122	0	2	0
		4:50 p.m.	143	0	0	1
	1/16/01	7:40 a.m.	194	0	2	4
		7:50 a.m.	211	0	0	1
Site 3	1/15/01	4:10 p.m.	124	3	0	0
		4:20 p.m.	130	2	0	0
	1/16/01	7:10 a.m.	81	0	0	1
		7:20 a.m.	102	0	1	1
Site 4	1/16/01	5:10 p.m.	145	1	3	0
		5:20 p.m.	159	0	0	0
	1/15/01	8:10 a.m.	192	0	0	1
		8:20 a.m.	195	0	0	2
Site 6	1/16/01	4:40 p.m.	85	0	1	2
		4:50 p.m.	117	1	0	0
	1/17/01	7:30 a.m.	125	1	3	2
		7:40 a.m.	137	0	2	1
Site 7	1/16/01	5:10 p.m.	131	0	1	0
		5:20 p.m.	103	0	0	0
	1/17/01	8:00 a.m.	165	1	3	2
		8:10 a.m.	224	0	1	1
Site 8	1/16/01	5:50 p.m.	102	0	0	0
		6:00 p.m.	92	0	1	1
	1/17/01	8:30 a.m.	94	1	2	3
		8:40 a.m.	80	0	1	2

N11

TABLE 4

TRAFFIC COUNTS SUMMARY - JANUARY 2001 NOISE SURVEY

Location	Date	Interval Start Time	Autos	Motorcycles	Medium Trucks	Heavy Trucks
Site 11	1/17/01	5:30 p.m.	162	0	3	1
		5:40 p.m.	143	0	1	0
	1/19/01	7:30 a.m.	98	1	2	2
		7:40 a.m.	130	0	3	1
Site 12	1/18/01	7:30 a.m.	139	0	1	1
		7:40 a.m.	181	1	2	1
	1/18/01	4:40 p.m.	173	1	2	0
		4:50 p.m.	165	0	3	2
Site 13	1/18/01	8:00 a.m.	231	1	3	3
		8:10 a.m.	249	1	1	1
	1/18/01	5:10 p.m.	189	0	3	0
		5:20 p.m.	215	0	1	0
Site 14	1/17/01	4:50 p.m.	21	0	0	0
		5:00 p.m.	29	0	0	0
	1/19/01	8:10 p.m.	81	0	3	0
		8:20 p.m.	58	0	0	0
Site 16	1/18/01	8:40 a.m.	198	0	2	3
		8:50 a.m.	167	0	1	2
		5:40 p.m.	255	1	0	0
		5:50 p.m.	260	2	0	0
Site 17	1/17/01	4:20 p.m.	118	0	0	2
		4:30 p.m.	104	0	0	2
	1/19/01	8:50 a.m.	69	0	1	2
		9:00 a.m.	54	0	2	7

Source: Acoustical Analysis Associates, Inc.

TABLE 5. SUMMARY OF CONTINUOUS TRAFFIC COUNTS DURING DOS VIENTOS RANCH NOISE SURVEY

Location	Avg ADT	Peak Hour Vehicles	Medium Truck %	Heavy Truck %
January 2001				
Lynn Rd W/O Greendale	6342	699	5.3	3.5
Lynn Rd W/O Dos Vientos	1736	239	6.4	3.1
Estimated DVR Traffic on Lynn Rd	4606	460		
1997 Counts:				
Lynn Rd W/O Greendale	1890	200		

NL

TABLE 6. DOS VIENTOS RANCH NOISE SURVEY
COMPARISON WITH PREVIOUS RESULTS

Location	Baseline May 1998	Current Jan 2001	Change, dB
Long-Term (48 hr) Sites:	48-hour Average CNEL, dBA	48-hour Average CNEL, dBA	
1	57.5	62.1	+ 4.6
5	58.5	61.7	+ 3.2
9	55.6	58.3	+ 2.7
10	63.0	62.5	- 0.5
15	60.1	61.0	+ 0.9
Short-Term Sites:	Average Peak Hour Leq, dBA	Average Peak Hour Leq, dBA	
2	60.9	66.8	+ 5.9
3	63.7	68.0	+ 4.3
4	66.1	72.4	+ 6.3
6	60.5	63.4	+ 2.9
7	60.9	62.5	+ 1.6
8	67.9*	70.5	+ 2.6
11	63.8	66.1	+ 2.3
12	66.3	68.7	+ 2.4
13	72.9	74.8	+ 1.9
14	48.2	60.7	+12.5
16	67.4	67.9	+ 0.5
17	67.1	67.0	- 0.1

* Baseline noise level adjusted to new measurement location at residential property line.

Source: Acoustical Analysis Associates, Inc.

N

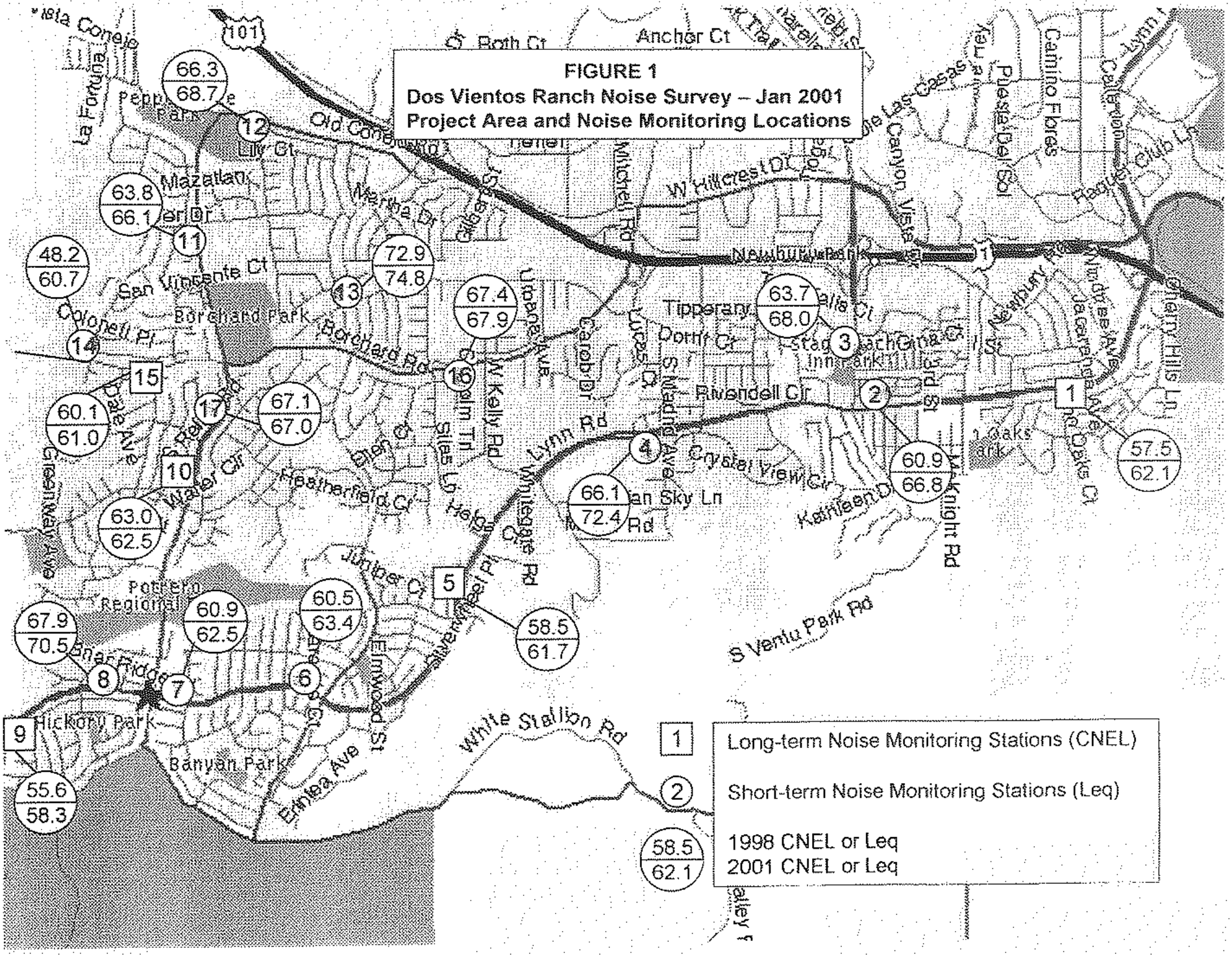


FIGURE 1
Dos Vientos Ranch Noise Survey – Jan 2001
Project Area and Noise Monitoring Locations

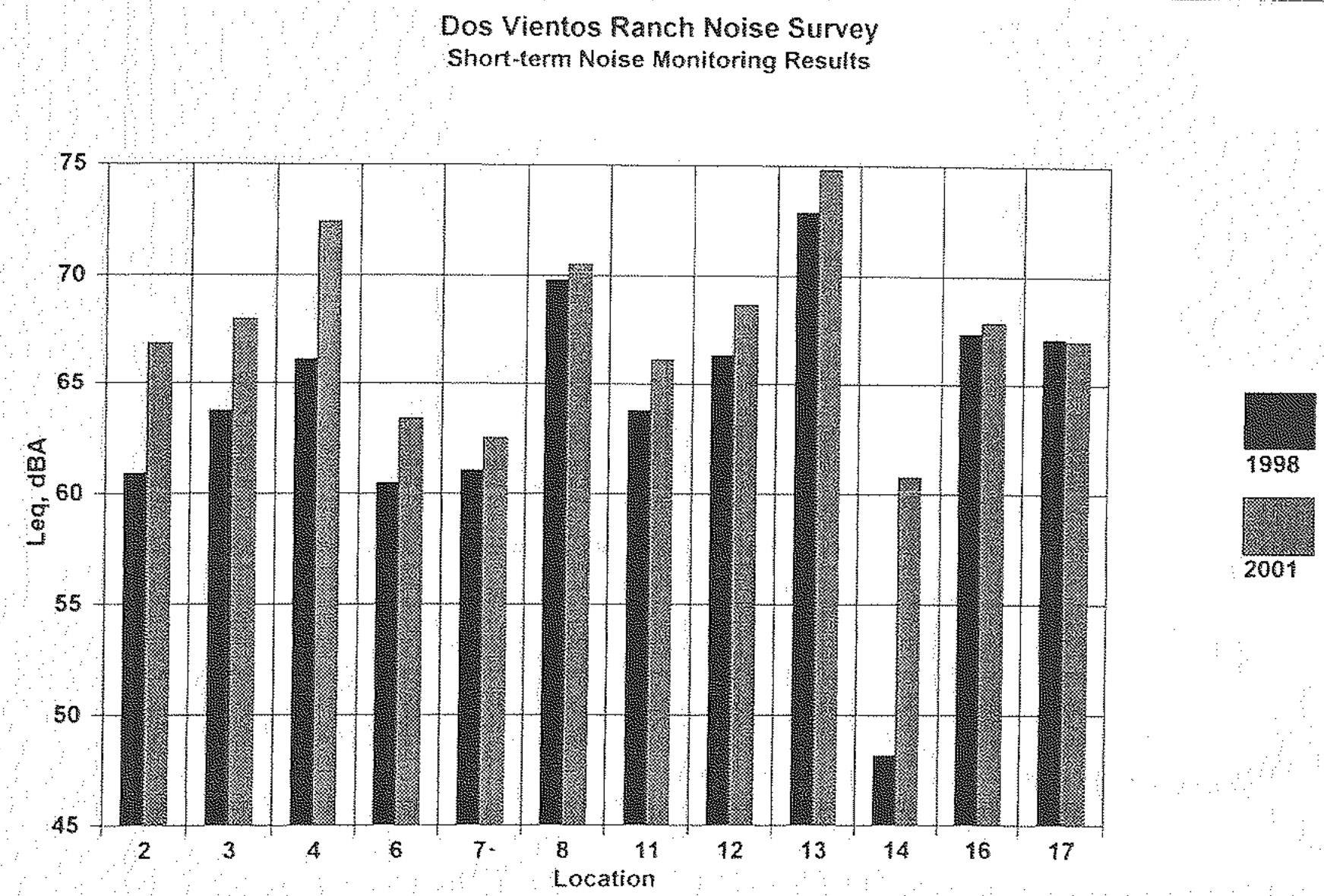


FIGURE 2. Short-term Noise Monitoring Results

APPENDIX A

Results of 24-hour Noise Monitoring

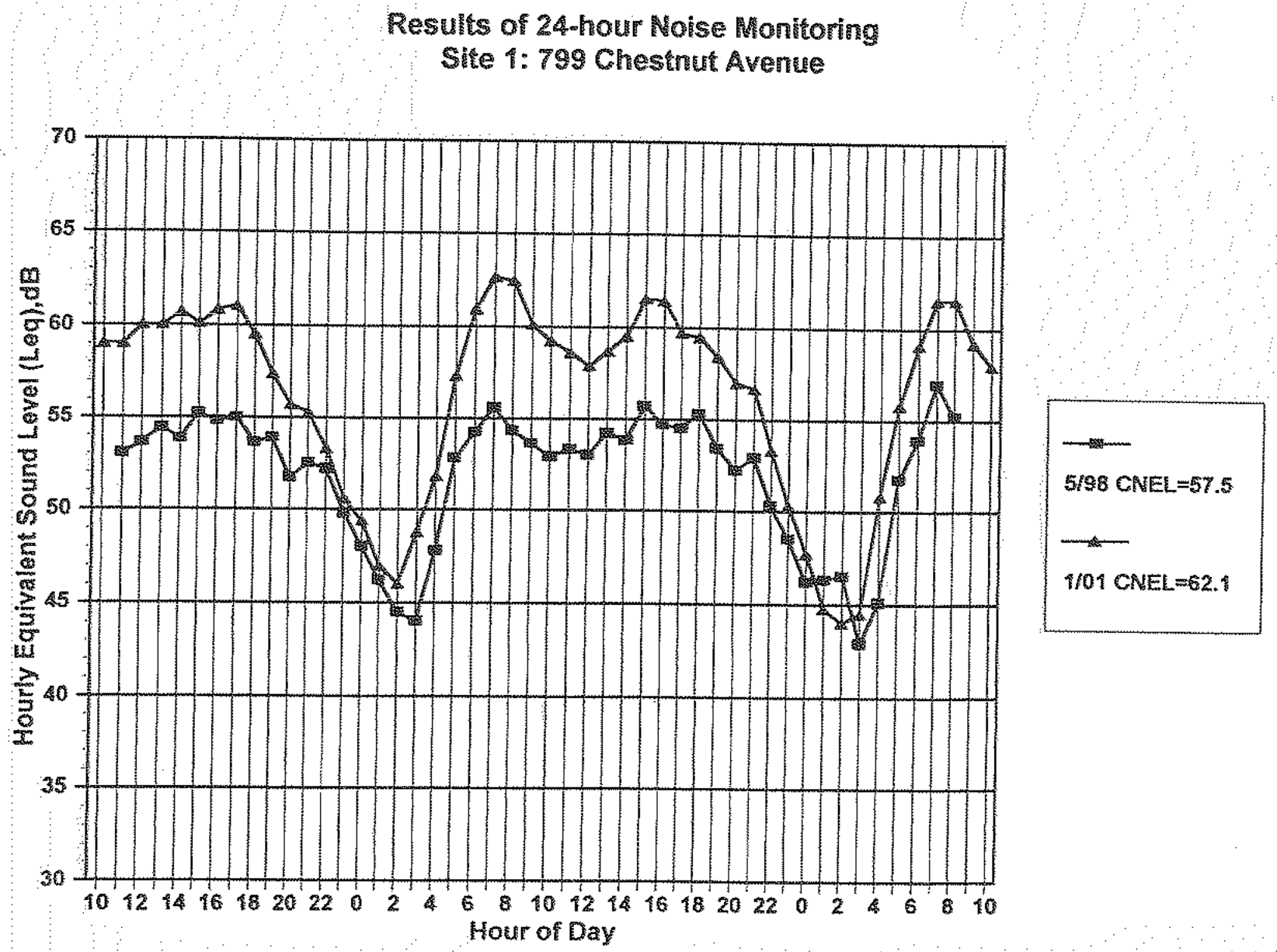


FIGURE A-1. Site 1: 799 Chestnut Avenue

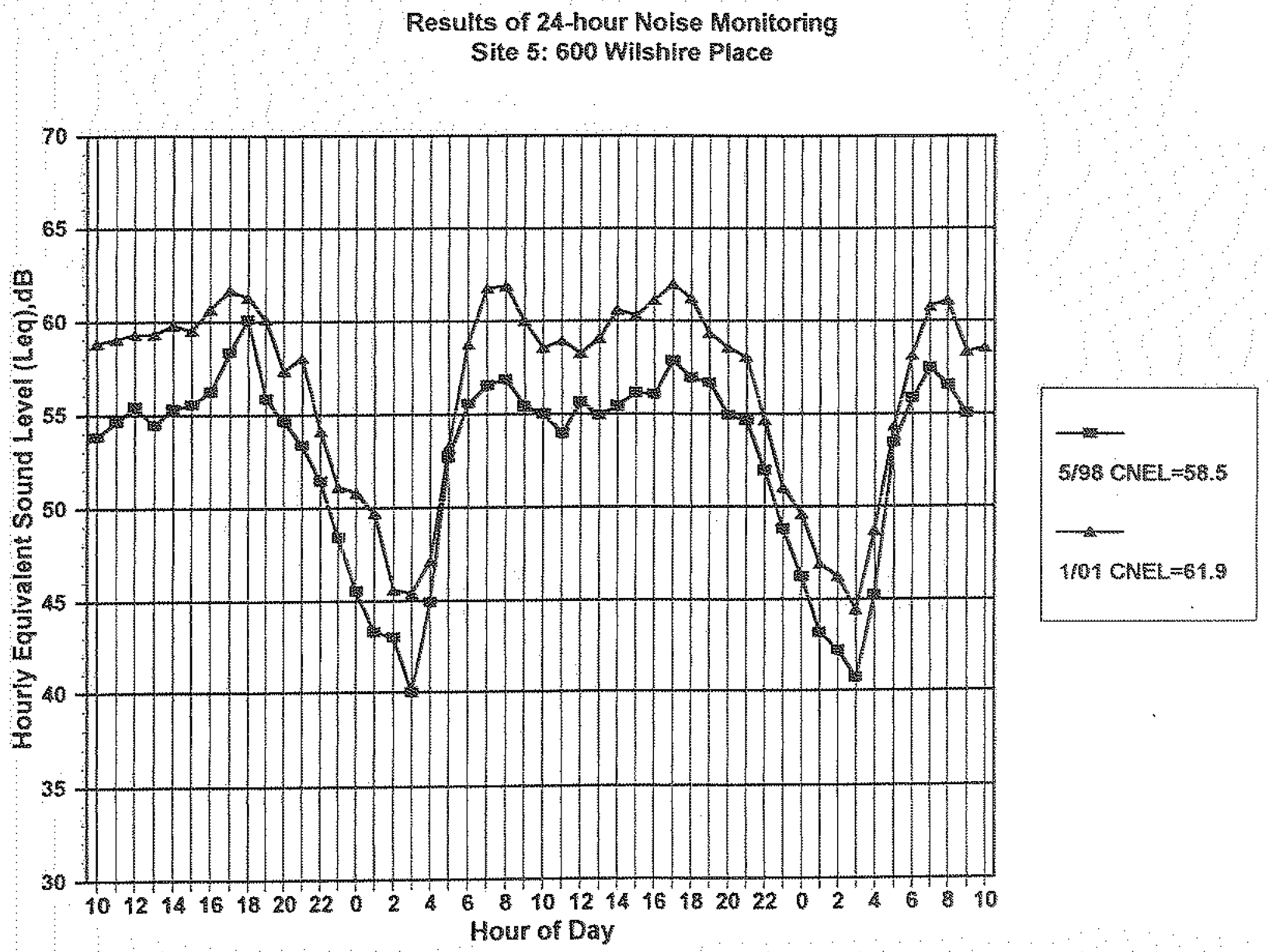


FIGURE A-2. Site 5: 600 Wilshire Place

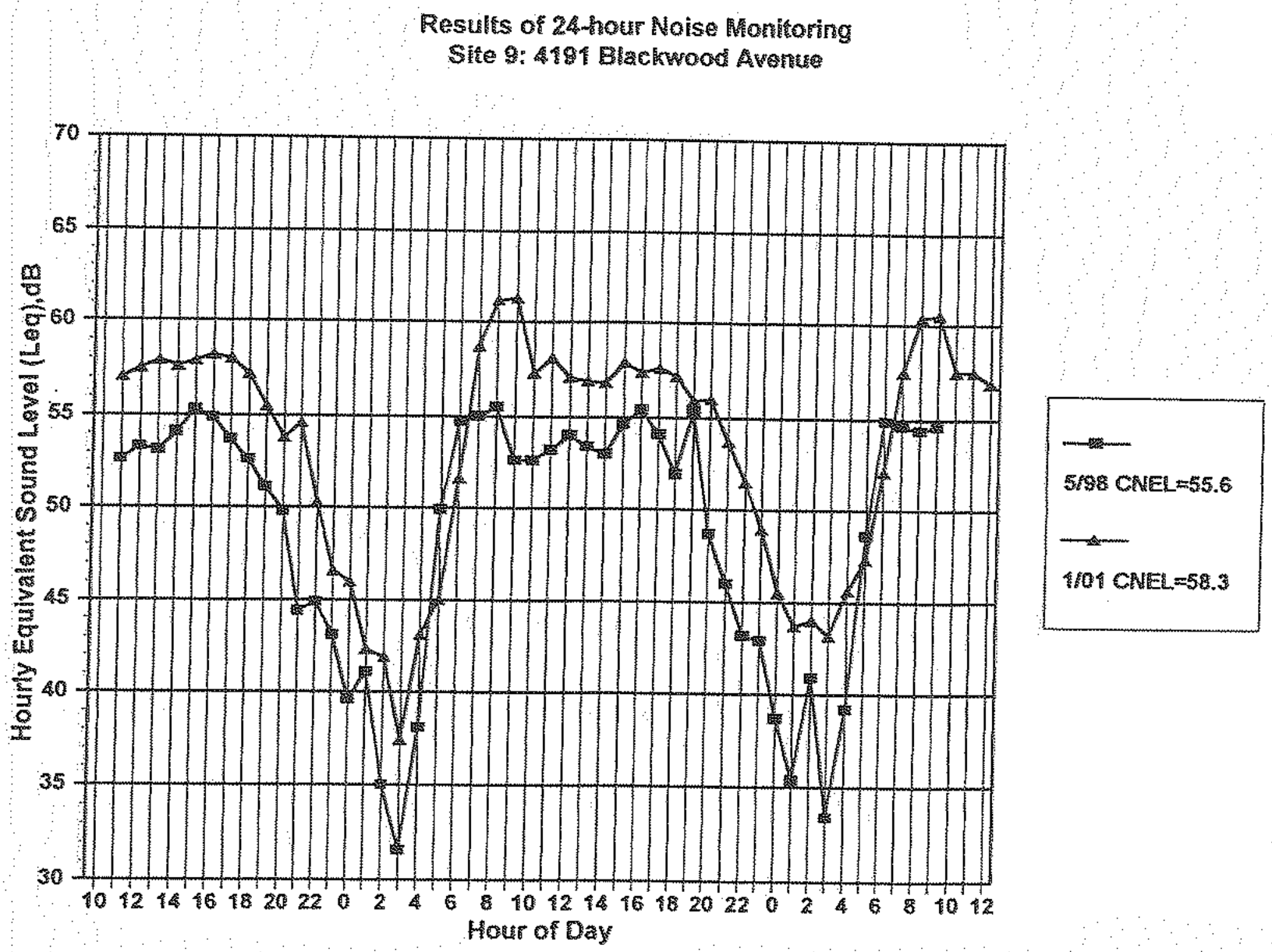


FIGURE A-3. Site 9: 4191 Blackwood Avenue

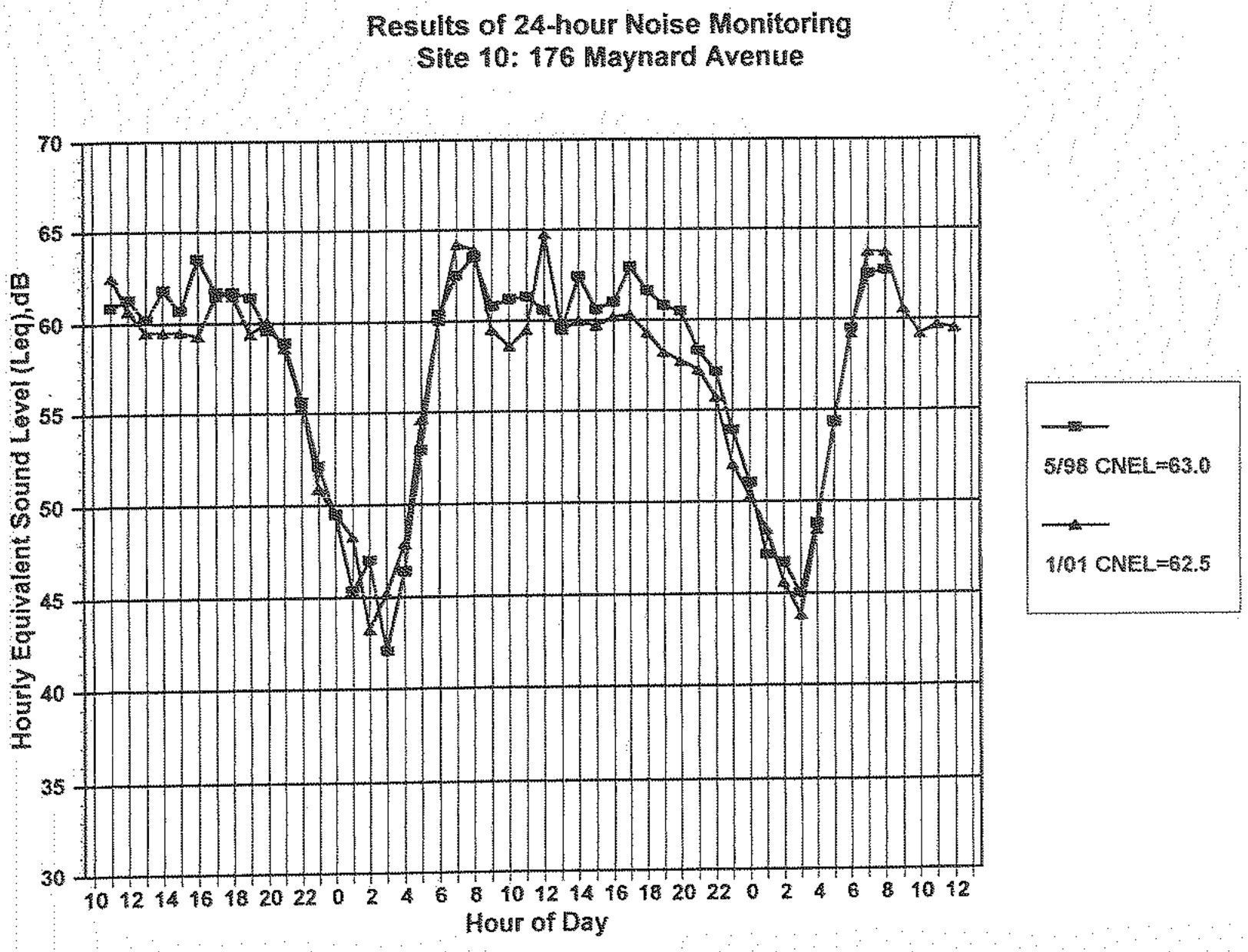


FIGURE A-4. Site 10: 176 Maynard Avenue

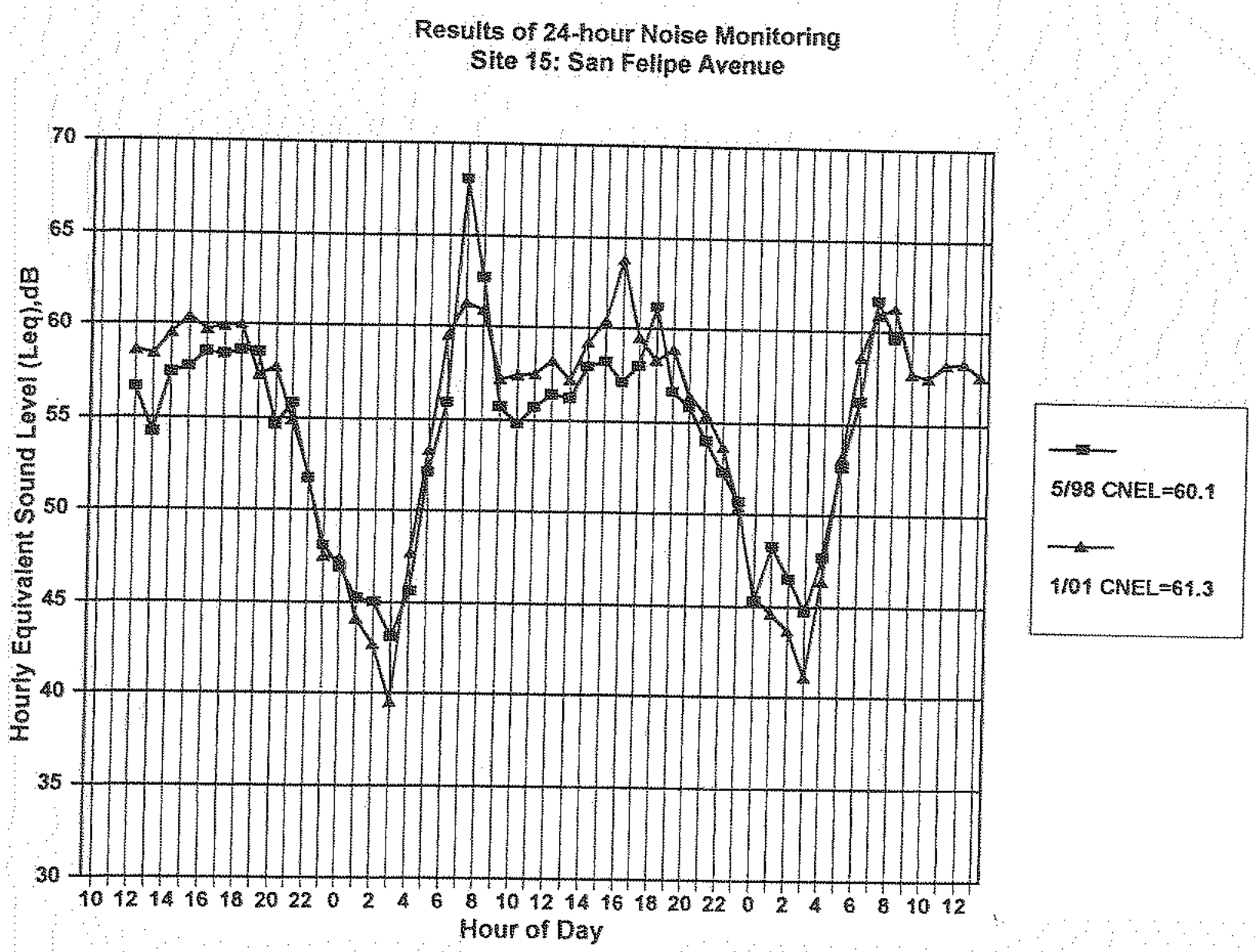


FIGURE A-5. Site 15: San Felipe Avenue